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No. 94 APRIL, 1962

Published first Thursday of the month

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A TWO-STAGE RISE FOR NAVY

Higher retired pay and pensions

REGULAR Service men in the Royal Navy, in common with men of the other armed forces were due to receive a pay rise from April 1 of about 9½ per cent. The rise will be made in two parts, the second half coming into force on April 1, 1963. Pension and retired pay rates are also increased and these increases, too, are effective in two parts.

The increases apply to all officers except Vice-Admirals, Admirals and Admirals of the Fleet. The new basic rate of pay from April 1 this year for a Lieutenant-Commander is to be £1,232 per annum, increasing to £1,277 per annum from April 1, 1963. A Special Duties List Officer of Lieutenant's rank is to receive £1,049, rising to £1,104 next year.

A Petty Officer of the seaman branch on Rate 'A' (the highest category) will receive £12 13s. 9d. per week from April 1 this year and £13 9s. 6d. from April next year. A Chief Petty Officer's pay goes to £14 3s. 6d. per week this year and £15 1s. next year.

A leading Seaman with the lowest qualifications will receive £8 9s. 9d. per week rising to £9 2s. next year if on the "seven-year rate" and these amounts are £9 16s. per week this year rising to £10 10s. next year if on the "nine-year rate."

UNDAUNTED TO BE NEW LEADER OF SECOND F.S.

H.M.S. UNDAUNTED has just completed a four-month refit in H.M. Dockyard, Rosyth, and will complete her "working-up" programme at Portland.

The ship recommissioned at Portsmouth for Home Sea Service and as the Master Anti-Submarine Ship based at Londonderry on April 12, 1960. Apart from fulfilling this major role, she also conducted trials on new equipment and took part in several N.A.T.O. exercises. This entailed steaming some 42,252.2 miles in 18 months—a very high figure for Home Sea Service.

Now that the 20th Frigate Squadron has been formed, H.M.S. Undaunted is transferring to the Second Frigate Squadron, of which she was a member from 1954 to 1958. She will be relieving H.M.S. Whirlwind as leader in mid-April at Chatham and Capt. I. D. McLaughlan, D.S.C.* Royal Navy, will take over from the present Commanding Officer, Lieut-Cdr. A. A. G. Harper, Royal Navy.

The new retired pay and pension rates apply to officers retiring on or after February 1 this year and ratings discharged on or after January 31, but those leaving the Service before April 1 next year will receive only half the increase until that date. From April 1, 1963 such officers and ratings will receive the full amount.

Examples of the new rates of retired pay are—Lieutenant-Commander with 16 years' service over the age of 21, £545 rising to £850 with 29 years' service. A Special Duties List Lieutenant-Commander with the minimum 16 years' reckonable service and under 9 years in the rank, retires with £516 per year. Increments for additional years service are at the rate of £22 10s. a year for the first four years, £16 a year for the next nine years and £10 a year for the next five years.

Terminal grants remain at three times the annual rate of retired pay.

Examples of the new rates of pension and approximate terminal grants for ratings are—Able Seaman with 22 years' service £2 11s. 4d. per week and terminal grant of £400. Petty Officer with 22 years' service £4 4s. 4d. per week with £658 grant. A Chief Petty Officer being pensioned after 22 years' service will receive £4 15s. 4d. per week and a terminal grant of £743.

RATION ALLOWANCE INCREASE

There is to be no alteration in the rates of Marriage Allowance but, with effect from April 1, Ration Allowance has gone up to 6s. 6d. per day.

H.M.S. Leopard (Cdr. P. S. Hicks-Beach, R.N.) returned to Portsmouth on March 30. Leopard, it will be remembered, made a dash to Tristan da Cunha when that island was evacuated.

Fabulous trip home

AFTER 11 years continuous service overseas, and a fabulous voyage home from Singapore of 22,000 miles, the frigate H.M.S. Crane (Cdr. A. M. B. Buxton, R.N.) arrived at Portsmouth on March 30.

Crane was first commissioned in 1943 and her first Captain, Cdr. R. Jenkins, R.N. (ret.) was one of those who boarded the ship at Spithead upon her arrival. The frigate has been in the Far East since August 1951 and the nearest she got to the United Kingdom was Suez in 1956.

The journey home has been a remarkable one and the ship has shown the flag to many South Pacific islands including Tahiti, Tonga, Rarotonga in the Cook Islands and Nomuka, last visited by a warship in 1789, the captain of that ship being named Bligh. At Tonga the crew saw a tortoise, still flourishing, which was presented by Captain Cook.

The 20-year-old frigate will shortly be placed in reserve, but it is understood that it is unlikely she will again be used by the Royal Navy.

AIR DAYS 1962

THE following Royal Naval air stations will be holding Air Days during 1962 on the dates mentioned:

Yeovilton	June 30
Abbotsinch	July 7
Brawdy	July 14
Lossiemouth	July 21
Culdrose	July 28
Ariel	Aug. 11

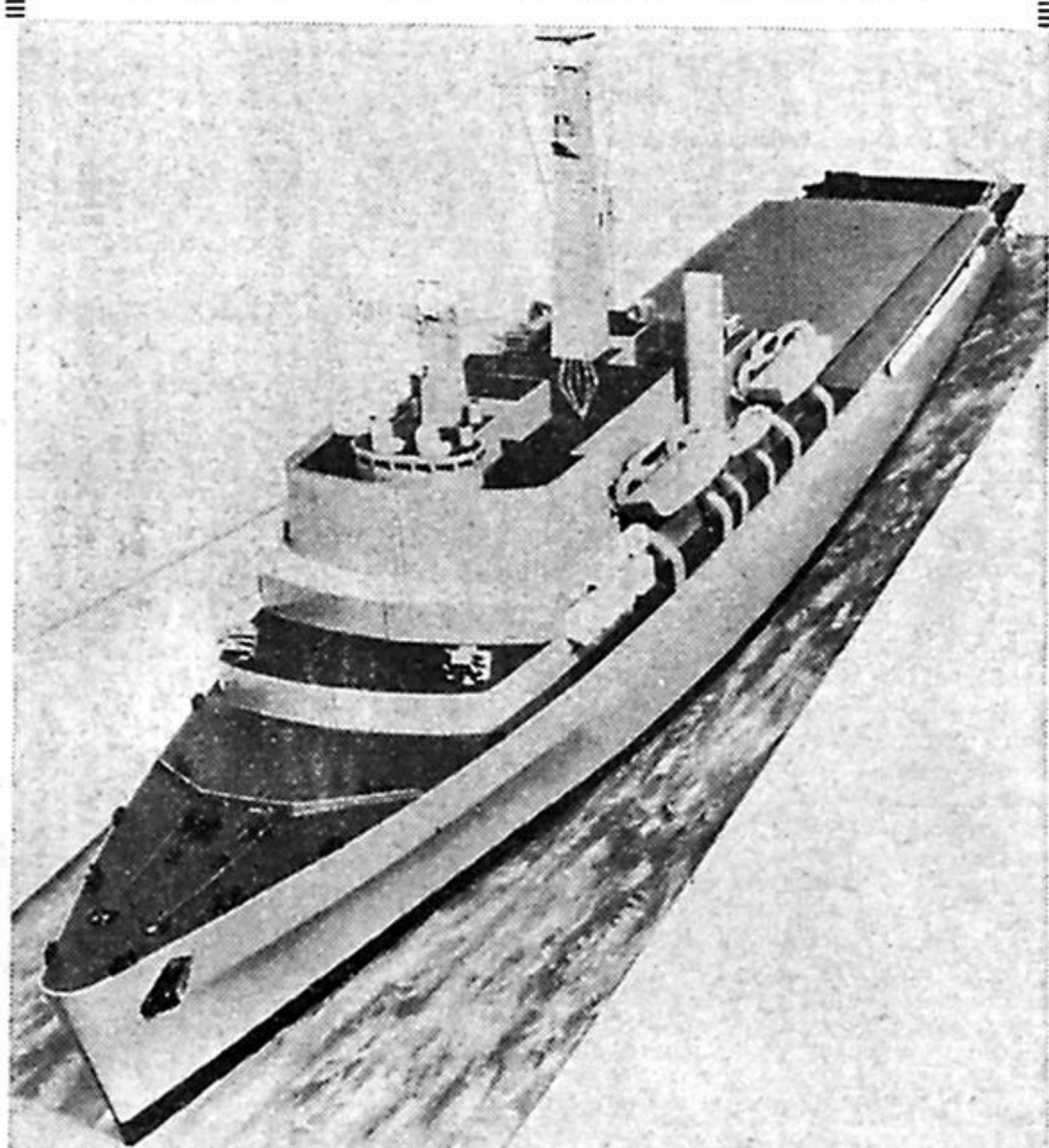
A profitable search

THE boom defence vessel H.M.S. Barfield has returned to Rosyth following a recent profitable visit to Scapa Flow. After the Home Fleet visited to Scapa last year one ship reported having lost an anchor and Barfield was detailed to retrieve it.

Working over an area half a mile square the ship recovered eight anchors each weighing three tons; one 30 cwt. anchor and one 20 cwt. anchor; 900 ft. of two inch chain cable; 500 ft. of one and a half inch cable; ten anti-torpedo nets and a large collection of miscellaneous wires.

The anchor which she originally set out to recover—belonging to H.M.S. Murray—remains somewhere, however, in the cold waters of Scapa Flow.

'FLOOD 'EM OUT!'



A model of the new assault ship now being built for the Royal Navy by Messrs. Harland and Wolff, Ltd., Belfast. Of approximately 15,000 tons displacement, this ship will carry landing craft which can be launched by flooding compartments of the ship, thus lowering her in the water, so that the craft can be floated out from the stern. In addition to tanks the assault ship can carry vehicles and about 900 men with their equipment. It is understood that she will be fitted with Seacat close-range anti-aircraft guided weapons. There will be a helicopter platform. The ship will be able to serve as Headquarters ship in an assault area. Tenders for a second assault ship are being invited.

ADMIRAL VISITS H.M.S. DAUNTLESS

REAR-ADmiral G. B. Teale, R.C.B.E., Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, visited H.M.S. Dauntless on March 6.

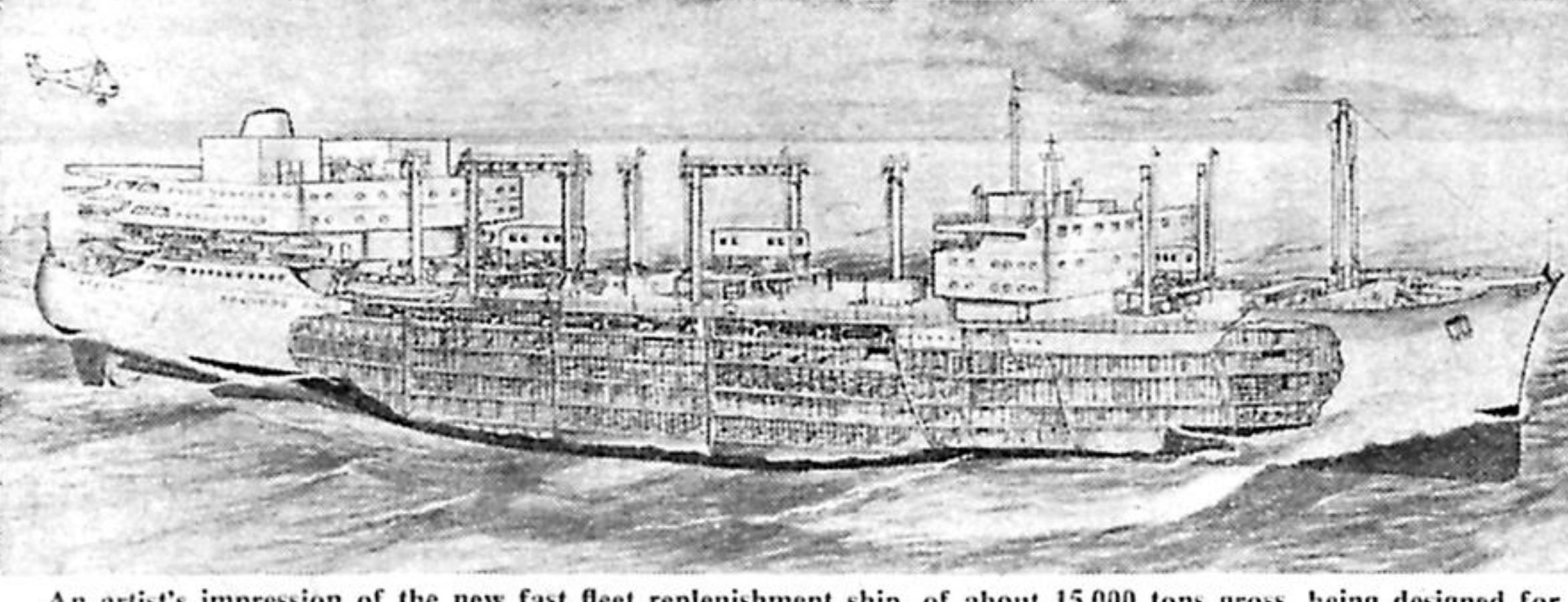
He inspected the ship's company

The first U-boat built for the West German Navy since the war has been commissioned at Kiel.

and ratings under training at Divisions, and took the salute at the March Past. Afterwards he met AJAX 152, the newly passed out Division, and spoke to them in their classroom.

After rounds of the Establishment, Rear-Admiral Teale met the W.R.N.S. Officers in the Wardroom and was entertained to luncheon by Supt. E. M. Drummond, O.B.E., M.A., W.R.N.S.

NEW AFLOAT SUPPORT SHIP



An artist's impression of the new fast fleet replenishment ship, of about 15,000 tons gross, being designed for the Royal Navy. A feature of the ship will be the lifts installed to move the wide variety of armaments, victualling and naval stores embarked, to and from the holds. The ship will have a helicopter platform to enable the transfer at sea of light loads.

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Navy News

EDITOR

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EDITORIAL

IN a world in which values of every conceivable kind have changed so very considerably over the past three decades, the word "Immutability" has become almost a "dirty" word among people with fixed incomes and, this being a Naval paper, the emphasis, is of course, on pensions and retired pay.

The cost of nearly everything has increased three- or four-fold over the years but the one "Immutable" fact is the rate of pension or retired pay awarded to ratings and officers at the time of their release from the service.

An excellent case can, of course, be made, by reason of cost, why the pension once awarded should not be changed, but this question of cost should not, it is considered, be the criterion upon which payments of retired pay and pensions should be based.

A man, during his service, gives a certain amount of service to his country. Let us assume that the value of that service, in the form of a pension, is equal to £X. Whether his service was in the twenties, the forties or fifties, it would seem appropriate that the value of his service was that same £X.

It would seem, therefore, to a logical man, that if "Man A" and "Man B" gave the same amount of service to their country then the amount they receive as pension for that service should be, more or less, equal.

What is the value of X?

To buy a specified amount of goods in—say—1930 the cost was £X. To buy the same amount of goods in 1960 would cost—say—£3X. This is a fact—an "immutable" fact.

There is a body of opinion in this country, both ex-Service and non-ex-Service, which considers that it is only right and proper, and just, that equal service, whenever it might take place, should be equally recognised.

It is to be hoped that the Government will eventually accept this opinion and get rid of the "Immutability" idea, and tie all pensions and retired pay to a percentage—say 85 per cent.—of the current and future pension codes.

Let it not be thought that those now in receipt of retired pay or pension begrudge the amount future pensioners will receive or are envious of them. They do feel however, that the value of their service was commensurate with those to be pensioned and that they should not be at a disadvantage.

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Rocket visits Waterford

SIR.—During the month of February H.M.S. Rocket paid a courtesy visit to Waterford, Eire. It is believed she is the biggest H.M. ship to visit Waterford since King Edward VII visited the port in 1904.

Through the kindness and courtesy of Dublin Embassy officials, some of us ex-naval men, who had not seen one of these ships for years, were accorded a special visit. The party numbered 14, some of whom had served as far back as 1899.

The First Lieutenant, Lieut. M. J. Rogerson, R.N., greeted us on arrival and after a friendly chat turned us over to a petty officer and a chief petty officer, who were just as friendly. They showed us around the ship and then took us to their messes, where we were treated with the utmost kindness and generosity.

We partook of canned beer and we must not forget the rum which, to the "old-timers," was like "splicing the mainbrace."

On behalf of the visitors I would like to thank Cdr. A. S. Morton, R.N., the captain, Lieut. J. M. Phillips, R.N., and all those who were so kind to us.

We would like too, to thank the shipwright, who visited the hospital where one of our members, aged 95, was ill.

SERVED IN DARDENELLES

As one who reads, "Navy News" every month and enjoys Neptune's articles very much, I wish to say that amongst us was L/Seaman H. McGrath, aged 83, who was with the Naval Division in the Dardanelles and was commended for gallantry by the Admiralty. Jack Ware, who was in H.M.S. New Zealand at the Heligoland battle, and Tom Lusky, who was serving in the armoured cruiser Argyl when she was sunk in 1915, were also of the party. Two more were P.O.

Rowe and C.P.O. M. Sullivan, who went to pension after the last war.

The oldest member of the party was Seaman John Kenny, who joined the Service in 1899 and was sent to the Black Prince in Cork for training. He served under sail in the brig Sea Flower and also served in Agincourt and Minotaur. He took part in the Somaliland campaign, 1902-1904 and was on leave in Waterford when King Edward VII and Queen Alexandra visited the city. In 1913 he was transferred to the Royal Fleet Reserve.

LETTERS TO THE EDITOR

having served in H.M. Ships Devonshire and Belleroophon.

AT SURRENDER OF GERMAN FLEET

In 1914 he was recalled and served in the Sutleddge and then in Ben ma Chree when she was sunk, being commended for gallantry. After being rekitted he joined H.M.S. Ramillies and was serving in her at the time of the surrender of the German Navy.

The mention of Ben ma Chree brings back memories, as I was a young seaman in H.M.S. Vengeance and, after returning from East Africa, we were in Port Said when that famous commander, Cdr. Sampson was often mentioned for his daring raids by plane over the Turkish lines. Yours, etc.—P. BARRY, Waterford, Eire.

H.M.S. Victorious returned to Portsmouth on April 2.

Custom officers found 14 lb. of opium in H.M.S. Crane when she berthed at Portsmouth on March 30.



Entrance to the walled city of Wei-Hai-Wei, North China

MEMORIES OF WEI-HAI-WEI

SIR.—It was interesting to read of the men from Wei-Hai-Wei. I met many of them when serving on the China Station, and can vouch for their loyalty and efficient service. It was a pleasure to serve with them. I served on the China Station on three occasions. My father was there during the Boxer Rising, and my son on two occasions.

A photograph is enclosed, which if published, may bring back memories to the men of Wei-Hai-Wei, who are deprived of the pleasure of returning to their homeland.—CHINA RANGER. (Name and address supplied to Editor.)

SMOKING CAUSED THIS FIRE

SIR.—With reference to the correspondence re "Loss of H.M.S. Bulwark," it was good to read that James Stait had survived that awful tragedy—his suffering must have been very terrible.

I think his opinion of the cause of the explosion is as near the truth as it is possible to get. The danger of smoking in prohibited areas is, I am afraid, ignored by many and thus, by their senseless attitude, expose their shipmates to unseen peril. I do not think that Mr. Hampshire, quoted by Aycharbee in your November issue, could construe the loss of Bulwark to enemy action.

I would like to add that it was a great pleasure to have served with James Stait in Bulwark and with his brother in H.M.S. King Alfred.

I would like to record here what almost caused a similar disaster during the last war at Tripoli (Libya). Here, I regret to say, smoking when handling petrol and explosives was virtually condoned by many military officers.

On the night of February 16, 1943, L.C.T. 129 was discharging petrol and explosives at the Spanish Quay immediately adjacent to a ship fully

(Continued on page 3, col. 2)

DRAFTING FORECAST - YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Odin, May, at Birkenhead for First S/M Squadron at Gosport.

H.M.S. Grampus, mid-May, at Portsmouth, for service in First S/M Squadron, Portsmouth.

H.M.S. Auriga, May 18, at Plymouth for service (1) in Second S/M Squadron, Plymouth, and then (2) service with Sixth S/M Division, Canada.

H.M.S. Turpin, early June, at Portsmouth for service with Fifth S/M Division, Malta.

H.M.S. Aeneas, June, at Portsmouth for service with Second S/M Squadron, Plymouth.

H.M.S. Olympus, June 15, at Barrow for service with Third S/M Squadron, Faslane.

GENERAL

H.M.S. Cassandra, April, at Singapore for Foreign Service (Far East), 8th Destroyer Squadron.

845 Squadron, April 10, at R.N. Air Station, Culdrose, for Home Sea Service/Foreign service. H.M.S. Albion, Wessex.

H.M.S. Kirkliston, April 11, at Devonport, for Home Sea Service. 50th M/S Squadron U.K. Base Port, Rosyth.

H.M.S. Lanton, H.M.S. Penston, H.M.S. Dufton, April 16, at Singapore for 120th Minesweeping Squadron, Local Foreign Service.

H.M.S. Whirlwind, April 17, at Chatham for General Service Commission West Indies/Home (24 months), 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Maidstone, May 1, at Portsmouth for Home Sea Service Trials. Steaming Crew U.K. Base Port, Rosyth.

846 Squadron, May 8, at R.N. Air Station, Culdrose for Home Sea Service/Foreign Service, H.M.S. Albion, Whirlwind.

H.M.S. Llandaff, May 10, at Devonport for General Service Commission East of Suez/Home (20 months), 6th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Flockton, Mid-May, at Southampton, for Foreign Service (Middle East) Tentative date.

H.M.S. Whitby, May 24 at Rosyth for trials. General Service Commission, July 26, South Atlantic and South America/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, May 24, at Chatham, for trials. Commissions June 26 for Home Sea Service. 3rd Frigate Squadron and Foreign Service (Far East), September.

H.M.S. Dainty, May 31, at Portsmouth. Increase from C. & M party to L.R.P. complement.

H.M.S. Chichester, end May (Tentative date), at Northam, for Foreign Service (Middle East).

H.M.S. Kemerton, end May at Southampton, for Foreign Service (Middle East).

H.M.S. Meon, June 1, at Malta for Foreign Service (Middle East). Amphibious Warfare Squadron.

H.M.S. Redoubt, June 1, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron.

H.M.S. Protector, June 14, at Portsmouth for General Service Commission, Falkland Islands and Antarctic F.I.D. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Highburton, June 15 (Tentative date) at Chatham for Home Sea Service, Crew ex Clarbeston, 50th M/S. Squadron, U.K. Base Port, Portland.

H.M.S. Owen, June 19, at Devonport for General Service Commission Indian Ocean (24 months). U.K. Base Port, Devonport.

H.M.S. Torquay, June 28, at Portsmouth for trials. Commissions for Home Sea Service, September 4, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Delight, June, at Rosyth. Increase from C. & M. party to L.R.P. complement.

H.M.S. Appleton, June, at Northam, for Foreign Service (Middle East).

H.M.S. Ashanti, July. Change classification of service, 9th Frigate Squadron, General Service Commission, Home/Middle East (16 months). U.K. Base Port, Devonport.

801 Squadron, July 17, at R.N. Air Station, Lossiemouth, for General Service Commission. For Ark Royal, Buccaneer.

809 Squadron, July 17, at R.N. Air Station, Lossiemouth. Strike H.Q. Squadron, Buccaneer.

H.M.S. Albion, July 17, at Portsmouth for Home Sea Service/U.K. Base Port, Portsmouth.

H.M.S. Cavendish, end July, at Gibraltar with Trials Crew. Commissions end August at Gibraltar for General Service Commission (24 months). 5th Destroyer Squadron, U.K. Base Port, Rosyth.

H.M.S. Lion, July 31, at Devonport for General Service Commission (24 months), U.K. Base Port, Devonport.

H.M.S. Tartar, August 16, at Devonport, for trials. Commissions, February for Home Sea Service. 4th Frigate Squadron, Transfers to General Service Commission, April, 1963 (24 months). U.K. Base Port, Devonport.

H.M.S. Salisbury, August 16, at Devonport for trials. Commissions September 27 at Devonport for Home Sea Service. 4th Frigate Squadron, Transfers to General Service Commission, April, 1963 (24 months). U.K. Base Port, Devonport.

H.M.S. Parapet, September 1, at Bahrain for Foreign Service (Middle East). For Amphibious Warfare Squadron.

H.M.S. Tenby, September 11, at Chatham for trials. Commissions mid-November at Chatham for Home Sea Service 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Londonderry, September 12 at Portsmouth for General Service Commission, Home/West Indies (

Relics from the attics wanted by Blockhouse

THE submarine branch of the Royal Navy is looking forward to the commissioning of its first nuclear submarine, H.M.S. Dreadnought, but it is also looking back to the past with the starting up of a submarine museum at the submariners' headquarters at Gosport, Portsmouth, which, since the inception of Holland Boats 61 years ago, has been the traditional home of all those who have served in the branch.

The Submarine Museum will be housed in the headquarters at Fort Blockhouse, and will be managed by a committee headed by Flag Officer Submarines (Rear-Admiral H. S. Mackenzie, D.S.O., and Bar, D.S.C.) as its first president. The curator is to be Capt. J. V. H. Van der Byl, D.S.C., R.N., who is a retired submarine officer.

A collection of interesting papers and photographs already exists at Fort Blockhouse, but more are needed, as well as "solid" exhibits as gifts or on loan.

EXHIBITS NEEDED

An officer on the staff of Flag Officer Submarines comments: "We know that a lot of old submariners must have relics and models in their homes which they might like us to have, but to save a sudden deluge of 'ashtrays made out of the first Holland boat' or weighty parcels containing periscopes from the First World War, we are hoping that people who want to help us will write first."

Hoping to hear from submariners with relics in their attics is the Captain Submarines, 1st Submarine Squadron, H.M.S. Dolphin, Fort

Blockhouse, Gosport, who is co-ordinating the efforts of the museum committee in assembling a representative exhibition of the submarine branch history, which began with the launching of Holland Boat No. 1 in October, 1901.

SMOKING

(Continued from page 2, column 5)

laden with canned petrol. At 2300 a fire occurred on L.C.T. 129, but was quickly under control. The suspected cause was smoking, about which the military officer had been warned. Nevertheless at 0200, February 17, a terrific explosion occurred on L.C.T. 129 which caught fire.

Exploding tins of petrol and small arms ammunition set fire to a large dump on the quay side. It was some hours before it was under control.

Casualties in this case were small but the blaze could have easily brought about an air attack. Smoking caused the explosion.

Such incidents frequently occurred through selfishness, lack of discipline or supervision. Yours, etc.—SHIPMATE, R.N.A. (Name and address supplied to the Editor.)

DRAFTING FORECAST—Continued

H.M.S. Cook, September, at Singapore, for Foreign Service (Far East/Pacific).

H.M.S. Picton, September (Tentative date), at Chatham for Home Sea Service, Vernon M/S Squadron vice Beachampton, U.K. Base Port, Portsmouth.

H.M.S. Caesar, October, at Singapore, for Foreign Service (Far East). 8th Destroyer Squadron.

H.M.S. Lincoln, October, at Singapore, for Foreign Service (Far East). 3rd Frigate Squadron.

H.M.S. Loch Lomond, October, at Singapore for Foreign Service (Far East). 3rd Frigate Squadron.

H.M.S. Striker, November 15, at Gibraltar, for Foreign Service (Middle East). Amphibious Warfare Squadron.

H.M.S. Grafton, mid-November, at Chatham, L.R.P. complement.

H.M.S. Leopard, November, at Portsmouth for General Service Commission, South America and South Atlantic/Home (24 months). 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Zest, November, at Malta for trials. Home Sea Service.

H.M.S. Duchess, December, at Portsmouth, U.K. Base Port, Portsmouth.

H.M.S. Decoy, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, December, at Chatham for General Service Commission (24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, December, at Devonport for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfort, December, at Gibraltar, L.R.P. complement. Local Foreign Service.

H.M.S. Eastbourne, December, at Rosyth, L.R.P. complement.

H.M.S. Dampier, December, at Singapore, for Foreign Service (Far East).

H.M.S. Bastion, January 21, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron.

H.M.S. Kent, January (may be delayed), at Belfast for Home Sea Service, General Service Commission, May, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lowestoft, January, at Chatham, for General Service Commission (24 months). U.K. Base Port, Portsmouth.

H.M.S. Berwick, January, at Portsmouth, for General Service Commission (24 months). U.K. Base Port, Portsmouth.

H.M.S. Ursula, January, at Devonport for General Service Commission, Home/West Indies (24 months). 8th Frigate Squadron.

H.M.S. Gurkha, January, at Southampton for Home Sea Service, Commissions, March, 1963, for General Service Commission, Home, Middle East (18 months). Ninth Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Eskimo, February 5, at Cowes for Home Sea Service, General Service Commission, April, 1963, Home/Middle East (18 months). 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Troubridge, February, at Malta Under consideration, L.R.P. complement.

H.M.S. Loch Killisport, February, at Singapore for Foreign Service (Far East). Captain (F), 3rd Frigate Squadron.

H.M.S. Manxman, February, at Chatham. Steaming crew, Home Sea Service, Foreign Service from date of sailing (Far East).

H.M.S. Scarborough, February, at Portsmouth, L.R.P. complement.

H.M.S. Alert, February, at Singapore, Foreign Service (Far East).

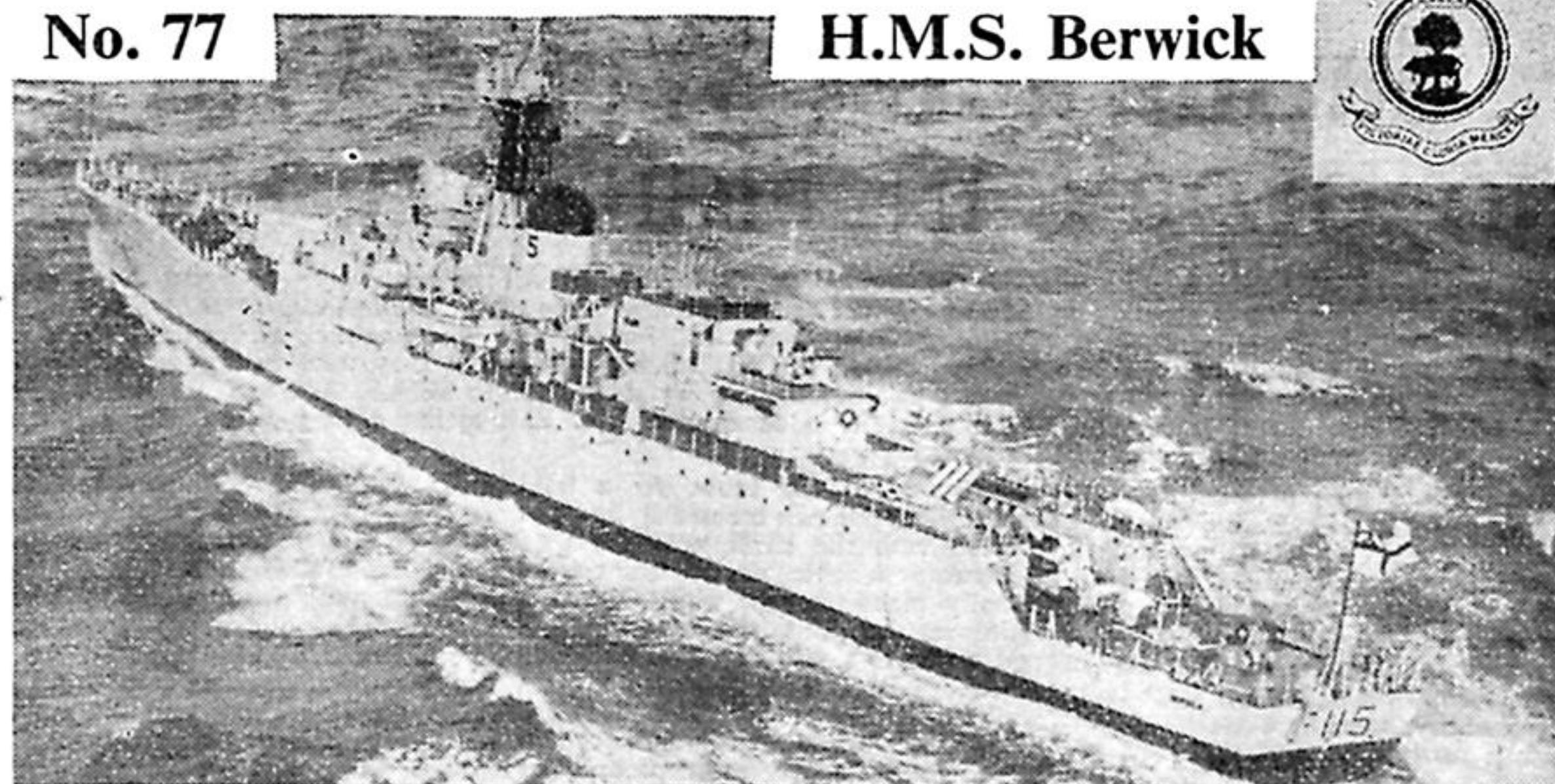
H.M.S. Chichester, February, at Chatham, L.R.P. complement.

H.M.S. Bulwark, February, at Portsmouth, L.R.P. complement.

SHIPS OF THE ROYAL NAVY

No. 77

H.M.S. Berwick



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engine Room Artificer

MX857615 G. C. Harding, MX857626 A. C. Holmes, MX824731 D. Flavell, MX856468 D. Wiseman, MX888503 A. J. Woodruff, MX857634 D. W. Thompson, MX886711 L. O. Toghill, MX120601 H. J. Lees, MX885519 J. Prior, MX887424 J. W. Canham, M945392 E. Walker, MX666862 D. J. Shepherd, MX886777 K. W. Webb, MX886999 C. H. R. Leathley, MX887755 G. E. Southby, MX885729 G. McKay, MX888828 R. W. Manning, MX887620 E. H. Brickett.

To Acting Chief Mechanic

MX849652 R. MacD. Elder, KX71624 M. G. Cunningham, KX859396 R. E. Hampton, KX91571 H. Dedoe, KX817825 A. J. Blake, KX876102 R. D. Cameron, KX771729 D. F. Lawrence, KX862738 J. N. Lodge, KX886388 E. A. Moss, KX924645 A. W. Sidebottom, KX816136 W. J. Smout, KX862876 S. B. Thorn, MX887695 G. McKay, MX888828 R. W. Manning, MX887620 E. H. Brickett.

To Stores Chief Petty Officer (V)

MX789381 C. Barclay.

To Stores Chief Petty Officer (S)

MX851621 W. J. Knight.

To Chief Shipwright Artificer

MX728778 L. W. S. Rowe.

To Chief Joiner

MX802694 D. Loft.

To Chief Ordnance Artificer

MX888754 S. G. Cox.

To Acting Chief Electrical Mechanician

MX835488 J. E. Williams.

To Acting Chief Radio Electrical Artificer

MX887997 R. A. Herdman, MX888008 C. D. Jones, MX803747 J. Bell.

To Chief Air Fitter (AE)

FX851198 L. P. Grew, FX816772 R. W. Hubbard.

To Chief Air Fitter (O)

FX838557 C. H. G. Lloyd.

To Chief Electrician (Air)

FX850404 R. Readman, FX851233 A. C. Allen, FX817898 A. S. Wells.

(Continued from column 3)

J. J. Dickie, MX854435 G. K. Pursey, MX784203 D. W. Young, MX523366 G. M. Fieldson.

To Stores Chief Petty Officer (V)

MX887997 R. A. Herdman, MX888008 C. D. Jones, MX803747 J. Bell.

To Chief Air Fitter (AE)

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To Chief Air Fitter (O)

FX838557 C. H. G. Lloyd.

To Chief Electrician (Air)

FX850404 R. Readman, FX851233 A. C. Allen, FX817898 A. S. Wells.

THE "Rothesay" class, modified type 12 anti-submarine frigate, H.M.S. Berwick, was built by Harland Wolff Ltd., Belfast, being launched on December 15, 1958, and completed on June 1, 1961.

Of 2,560 tons full load, 370 feet (o.a.) in length and 41 feet beam, the Berwick carries nine officers and 191 ratings.

Although basically similar to the "Whitby" class, modifications in layout as a result of experience gained with the "Whitbys" have been incorporated in the "Rothesays."

The present Berwick is the eleventh to bear the name in the Royal Navy and the badge is a black bear with a gold chain standing in front of a tree on the top of a green mount. The field is white and the ship's motto is "Victoriae Gloria Merces" (Glory is the reward for victory).

The "Whitby's" and the "Rothesay's" are named after seaside resorts and coastal towns.



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Chairman, Shipmate Philpott (Secretary), Shipmate Murray (vice-president), Shipmate Hampshire, Shipmate Anderson and three of the visitors at the 14th birthday party

who is a National Councillor. Others present were Shipmate "Jumper" Collins from Gillingham and Shipmate Tom Asprey, No. 2 Area Secretary and shipmates from Folkestone and Canterbury.

Those present had a delightful surprise, for during the evening Vice-President Shipmate Don Murray presented on behalf of Mrs. Murray, who could not be present because of illness, a beautiful ship's compass. The "Messdeck Dodger," in his report, mentioned the welcome given to a new member, Shipmate Ronnie Lewis, from Hanworth branch, describing him as a "real live spark," and the thanks of the Ashford members to the ladies who, as always, put on a wonderful spread.

A surprise or Ashford

HE 14th annual general meeting of Ashford (Kent) branch of the Royal Naval Association, when the officers were re-elected for the coming year, was quickly followed by

the 14th birthday party, some 60 members and their ladies attended the party, during which a iced cake with 14 candles, made by Mrs. G. A. Philpott, wife of the branch secretary, was cut by Shipmate V. Dykes, of the Chatham branch,

Hazards of work of the Nore Defence Flotilla during First World War

NO GLORY IN FIGHTING MINES

(In article 12 NEPTUNE, who entered the Service in 1904, told of his promotion to Warrant Rank and four months later of his promotion to "Acting Mate," and six months later still was appointed to H.M.T.B. No. 2, an "Oily Wad" in the Nore Defence Flotilla, as First Lieutenant. First World War was then thirteen months old.)

IT seemed that I was fated to join my ships, during the war at any rate, when they were resting in dry dock. After a tedious journey by rail to Sheerness and a long trip by steamboat to H.M.S. Actaeon, the depot ship, to report for duty, I was informed that T.B.2 was in dock at Chatham. This meant a long wait for a boat and over an hour's trip up the Medway to South Lock.

On the way up I passed the wreck inward end of the brow. As a tall and regal gentleman crossed it, he was greeted with the shrill notes of the Boatswain Whistle, as he was traditionally piped abroad, whilst I stood rigidly at the salute. He eyed me up and down and said "So you are the new No. 1," and without another word, walked forward to his cabin, leaving me in a perplexed state of mind.

The following day he inspected the ship, and seemed pleased with the efforts I had already made. I wondered "Have I penetrated his armour?"

T.B.2 was one of the early "Oily Wads" capable of a speed of 20 knots, and 17 knots on one boiler. The main armament consisted of 2-12 pr 12 cwt. guns, and 2-18 inch torpedo tubes. On completion of the refit she proceeded to Stangate Creek, and joined up with the Nore Flotilla for duty.

The parent ship, H.M.S. Actaeon, was moored at the entrance of Stangate Creek, with the hulk of the old warrior (Actaeon II) connected across the forecastle by a bridge. The two old ships acted as a torpedo school and repair depot, commanded by Capt. E. C. Villiers, R.N., who was also Captain D, Nore Flotillas. Cdr. Munroe was senior officer of the flotilla in command of 30 K.E. destroyer Electra.

The Captain had a small cabin under the break of the forecastle and the interior of that too, looked grim.

There was only one watch on board so, after a talk with the Coxswain, I decided that on the morrow, all hands would concentrate on interior decorating. The refit was to be completed within a week, when the Captain was due to return.

ARMOUR PENETRATED?

I had received prior notice of the date and approximate time of arrival of the Captain, so when a taxi was seen to be approaching, I, and the Boatswain's Mate took station at the

DANGEROUS PATROLS

The Nore patrols extended over a wide area, covering the War Channel, from a point northward of the Downs, to the Shipwash Light Vessel through which a great volume of shipping passed daily either to the north or south, whilst many others entered the Thames Estuary bound for London

SAILORS IN THE MAKING By NEPTUNE

During the period I served as No. 1 of T.B.2, I had a fair sample of all these patrols, coupled with escorting particular ships as far as Dover, and forming a screen for battleships of the King Edward VII class, then designated as the "Wobbly Eight."

These ships spent most of the time swinging at their moorings, in Sheerness Harbour, but put to sea occasionally; I was thus able to gain experience in station keeping and I was awarded my watchkeeping certificate.

Contrary to all expectations I got on with my Captain very well indeed. I had gained his confidence, and he left me alone on the bridge for long periods.

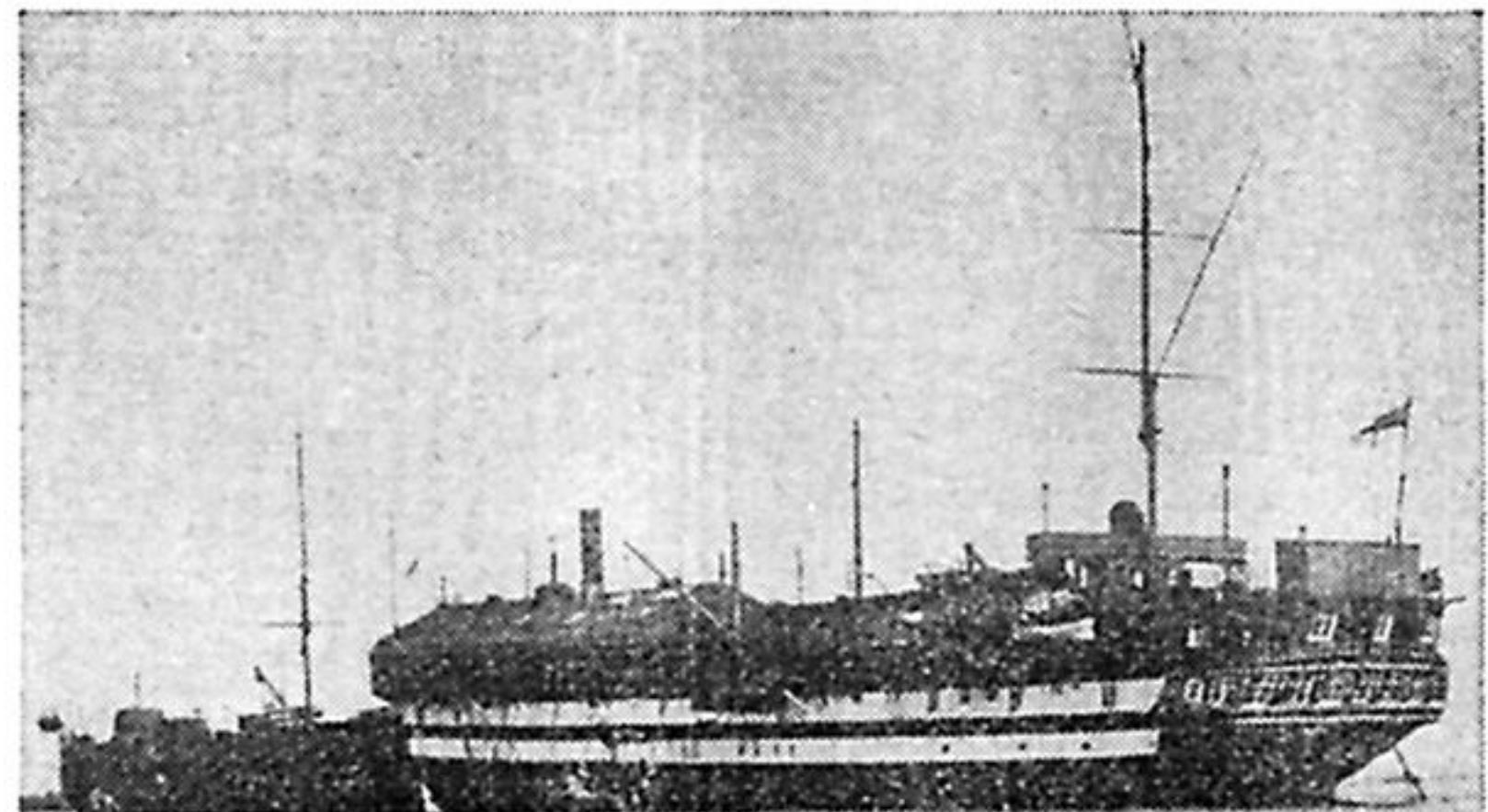
PRACTICE FIRINGS

It was whilst on an escort job that it occurred to me that, although I had now been nearly six months in the flotilla, no organised practice firing had taken place. I said to my Captain: "What about a gunlayer's test?" "Why, yes," he replied; "I will suggest it to Cdr. Munroe."

This he did, and it brought forth an order that all boats in the flotilla were to carry out "prize firing." Many of the boats put a barrel overboard with a flag on it for the gunlayer to have a shot at, but I suggested to my Captain that our division ought to set an example and tow targets for each other, and check the accuracy of fire by spotting overs and shorts with a rake, and recording ranges and gunlayers' orders.

This was done, an analysis made and a report sent to Cdr. Munroe. He was greatly impressed and took it to Capt. Villiers, and a movement, without my knowledge, was put in motion for my appointment as Flotilla Gunnery Officer.

Meanwhile, the Battle of Jutland occurred. The "Wobbly Eight" put to sea, screened by all available vessels of the Nore Flotilla, to intercept any German ships endeavouring a break-through to the south. But no luck came am our way. When it had been confirmed that the remains of the German Fleet on



H.M.S. Actaeon with H.M.S. Warrior (Actaeon II) at the bows in Stangate Creek, Sheerness, 1914-1918

had safely reached harbour normal patrol duties were resumed.

Capt. Villiers had been experimenting with a light sweep which might be used by motor launches, drifters and other small craft, and T.B.2 had played an important part in these experiments. The idea of using a spar for depth-keeping purposes had emanated from my Captain, and it proved to be completely successful. The sweep was put into production and many hundreds issued. It was known as the Actaeon Sweep. In addition to this, Capt. Villiers invented the torpedo net for merchant vessels, the experiments being carried out by a cruiser. Later Capt. Villiers was promoted to Rear-Admiral.

FLOTILLA "G" DUTIES

On returning from patrol at the end of June, 1916, I learned, with rather mixed feelings, that I had been appointed to H.M.S. Actaeon Additional as Mate "G" of the Nore Defence Flotilla, and my relief as No. 1 of T.B.2 had also been appointed.

I had the distinction of being the first Mate to be appointed for "G" duties in the Royal Navy. I therefore felt very proud of the recognition of my gunnery ability.

My Captain was angry, as he thought the duties ought to be combined with those of No. 1. However, my relief arrived and I took up my duties as Mate "G" and joined H.M.S. Actaeon on July 18, 1916.

Gunnery, conducted from a torpedo school, was like showing a "red rag to a bull" but fortunately I had very great support from Admiral Villiers in the trying days that were to come. He indicated that he wanted an organised shoot from every vessel in the flotilla in the shortest possible time. Furthermore, I had to extend my activities to the vessels of the "Auxiliary Patrol" as well. This was a tall order, in fact a big problem, for an officer whose equivalent rank was that of a sub-lieutenant. But when Admiral Villiers stated what he required of me I tried to appear undismayed and replied, "Yes, sir."

The Nore Flotilla consisted of 30 or more T.B.Ds., T.B.s., "P" boats and gunboats and the Auxiliary Patrol consisted of 36 M.Ls and approximately eight paddle minesweepers, 30 trawlers and 30 drifters. I had no staff, no equipment and no office (except for my small cabin down on the Orlop deck) and so, for a time, I had to play a lone hand and devise a plan which I will describe later.

CASUALTIES

I have already recorded that vessels of the outer patrols constantly stood in danger of destruction by the unseen enemy mine or torpedo from a submarine. In fact, the first casualty of the flotilla had been H.M. Destroyer Recruit, sunk by torpedo. Later T.B.10 struck a mine and T.B.12, whilst attempting to take No. 10 in tow, also requested to take No. 10 in tow, also good-will basis, the number had increased to 30, when I requested two more. Cdr. Boak said: "I cannot trade with you on a good-will basis any longer; put your cards on the table and I will consult my C-in-C."

sunk. A few months afterwards H.M. Destroyer Coquette and T.B.11 shared the same fate. T.B.9 was cut in two by a vessel of the Harwich Forces. T.B.113 and the gunboat Spey were both sunk in collision and H.M. Destroyer Vulture was wrecked in a gale, having grounded on the North-East Singles Bank. In addition a number of minesweeping trawlers and drifters had also been sunk with over 300 casualties.

Such were the hazards and dangers to be faced by these officers and ratings serving with the Nore Defence Flotilla and Auxiliary Patrols. There was no glory in fighting unseen death-dealing mines and torpedoes, or in being rammed and sunk in collision. There were no engagements with an enemy vessel where courage is often buoyed up by the excitement of battle. Many were choked by oil fuel as they struggled for their lives in the darkness before they were drowned in the cold, cruel waters of the North Sea. They died for their country unheralded. There were no headlines in the papers, no radio recorded their bravery, but nevertheless they were heroes, one and all.

Such losses brought sadness to the hearts of their flotilla-mates, and although they themselves were aware that such a fate might be theirs, even on the next patrol, their morale was high and they honoured those who had given their lives so that others might live.

(To be continued next month.)

H.M.S. MAURITIUS COMMISSIONED

THE new Royal Naval Wireless Station which commenced operating on the island of Mauritius on February 15 was commissioned on March 19 as H.M.S. Mauritius and the Civil Lord of the Admiralty, (Mr. C. I. Orr-Ewing), was present at the commissioning and naming ceremony.

Situated in the southern Indian Ocean, H.M.S. Mauritius takes over the task which up to now has been performed by H.M.S. Highflyer, the W.T. station in Ceylon. The transfer became necessary as a result of the formation in 1950 of the Royal Ceylon Navy and the subsequent handing over to the Ceylonese of all Royal Navy property in that country.

Under the command of Cdr. D. L. Syms, Royal Navy, the new station which will form a most important link in the Royal Navy's world-wide radio chain, has up-to-date accommodation for the complement of close upon 200 officers and men and will include a hospital with full medical facilities for both naval personnel and their families.

There are nearly 100 married quarters, a well equipped school and, on the southern coast of the island, a leave camp has been built on the site Japanese scored a hit on each ship, the two large floating docks, but superficial damage was caused. Bombers got away without an a shot being fired.

(To be continued next month.)

What we want

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"VIXENS" INVADED ABBOTSINCH

A BRISK start to the year at Abbotsinch has included an invasion from Northern Ireland and the temporary residence of half a squadron of Vixens.

Faced with the need to fit certain important modifications in a Sea Vixen squadron, and with an almost impossibly short period out of the carrier in which to do it, the authorities planned to make a joint R.N.A.Y. Belfast/R.N.A.S. Abbotsinch attack on the problem, with Abbotsinch as the venue. Planning started at once, and accommodation, stores, modification kits, machinery and transport were laid on to allow the operation to start with a swing.

With only a brief stop en route, the aircraft duly arrived fresh from the carrier in the Mediterranean. Their crews, sun-tanned and salt-eaked, looked with horror at our pale faces, muddy boots—and the Paisley fog—and rushed for the first ferry aircraft, back to the south and sunshine.

FEW GOOD DAYS

They were lucky! Men at Abbotsinch have nothing against the Scots or the locality when it comes to runs ashore or other outside interests. In fact the Glasgow area has more to offer than most, but when it comes to weather—well, it would be hard to find a more changeable and less desirable area, particularly for flying. Hemmed in by high ground to the north and south, the Clyde valley is notorious for its lingering fogs. Being on the west coast of Scotland it also receives its fair share of rain and high winds, so between these two evils there is not much space left for good days, although they do happen at times! On the flying side there is another problem, as the civil airport at Renfrew is close by us and under non-emergency conditions it has priority for aircraft movements.

The task at Abbotsinch is, primarily, the modification and modernisation of Naval aircraft, mainly Sea Vixen now-

days, although a few Sea Hawks, Sea Venoms and Gannets pass through its hands. Aircraft are also stored at a high degree of readiness for squadron use, and lastly, old aircraft are accepted and stripped of all useful items before they depart for the scrap merchants' melting pot. The latter job accounts for the large numbers of old aircraft that can be seen parked in groups about the airfield.

In order to complete the primary task there are three test pilots whose job is to put the aircraft and its equipment through its paces and see that everything is working correctly before the aircraft are allowed to go to squadrons. The amount of flying is therefore very small when compared with a training or operational airfield but it is sufficient to keep the three pilots busy. When a batch of aircraft comes through together, everyone just hopes and prays that the weather will be in a good mood when the time comes for the flight testing.

INTENSE ACTIVITY

The weather prospects were not too bright when this latest batch of aircraft arrived, and for three weeks the Vixen hangar and workshops were a scene of intense activity, lines of obviously much-used aircraft contrasting oddly with the usual gleaming new products. Irish accents could be heard everywhere, record numbers of stores' demands were made, and midnight oil burned in large quantities—but eventually—on schedule—the first aircraft was completed, engines reinstalled, weapon systems tuned up and it was ready to be test flown, followed soon after by the remainder. Fortunately the weather was not too unkind and after a few anxious days the flying was completed and the aircraft were away.

A WREN HEADED THE LIST

TOP of the list in the November, 1961, Captain's Office Examination for Petty Officer with 85 per cent. was L/Wren Mary Adam, of 691 Cathcart Road, Crosshill, Glasgow. She has now been rated Petty Officer Wren.

For the past year she has been the Writer (Shorthand) to the Major-General, Royal Marines in Portsmouth. Prior to this, she was the personal stenographer to the Commander-in-Chief, Mediterranean, at his headquarters in Malta.

In her spare time P.O. Wren Adam takes an interest in many of the activities of the W.R.N.S. Unit, Eastney, which includes swimming, rifle shooting, tennis and badminton. She also belongs to the Portsmouth Naval Christian Fellowship.



Mary Adam, now a Petty Officer Wren



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Hartland Point men help Hans Andersen

AMIDST the poverty, unemployment and hunger in South-East Asia, sailors have a chance to think how lucky they are and how well off compared with the local people whose country they visit. It is easier, sometimes, to ignore the unpleasant and unhappy things that are seen, but at other times sailors long to do something to help the people, without appearing to give charity which proud people resent.

Last Christmas, the ship's company of Hartland Point decided to assist the Hans Andersen Club which organises children's parties for underprivileged children of Singapore.

There are 25,000 children in Singapore who are classified by the Social Welfare Department as underprivileged, and the aim of the Hans Andersen Club, which was founded in 1958, is to bring some happiness and a sense of being wanted into the lives of these youngsters.

Many of them are orphans at government homes and private institutions, and others are from very poor families who are just eking out an existence. The institutions and the parents of these children spend every cent on rice and the other necessities of life, and so are unable to give their children anything in the way of toys.

PARTY FOR 2,000

The first of the parties in which H.M.D. Hartland Point was interested was at the social hall of a large fac-

WHITE ENSIGN HOISTED ON ANTARCTIC PEAK

A CLIMBING party of three, led by Lieut.-Cdr. Malcolm Burley, Royal Navy, has hoisted the White Ensign on the top of the 8,000 ft. high Mount Liottard, a hitherto unclimbed peak on Adelaide Island off West Graham Land, south of the Antarctic Circle.

With Lieut.-Cdr. Burley were Sgt. Terence Sparke, Royal Marines, of Plymouth and Mr. Gordon McCallum, of Glasgow. Lieut.-Cdr. Burley and Sgt. Speake are members of the ship's company of the Royal Navy's Ice Patrol Ship, H.M.S. Protector, at present on a tour of British bases in the Antarctic, and Mr. McCallum is a member of the British Antarctic Survey.

Supporting the climbers were Royal Marines from the ship and two British Antarctic Survey dog teams which carried their equipment across 11 miles of snow to the foot of the mountain range on Adelaide Island. Mount Liottard is the second highest mountain in the range.

tory in Singapore, and it was for 2,000 children. As can be imagined, this was quite a handful, and the scenes were pretty chaotic at times, but the children had a really good time. Rain kept the party within the hall, but entertainments were laid on and presents were given.

Hartland Point's team acted as general helpers, most of them dressed as pirates or clowns, adding colour to the occasion. Puan Noor Aisha, wife of Singapore's Head of State, worked hard distributing presents, assisted by

as many of the children were in a bad way, but there was no doubt that the party had gone down extremely well.

TIME OF THEIR LIVES

It was decided that Hartland Point should give a party of its own and, initially, it was planned to give one in the Armada Club, H.M.S. Terror. However, the chief cook heard that there was a hospital which had no plans for a Christmas party. This was the St. Andrew's Orthopaedic Hospital for Children, and on December 22 about 30 from the ship went along there and they gave the children the time of their lives. Those who went said they had not enjoyed themselves so much for years.

The children were all extremely cheerful and happy in spite of the fact that many of them were in plaster, and there was no difficulty in gaining their confidence and in making friends. The party went round all the wards



Men of H.M.S. Hartland Point at the Hans Andersen party at the Raffles Hotel. (Photo.—W. Y. C. Lee, Singapore)

Father Christmas, a leading seaman from the ship.

The next party was for 250 and was held in the Raffles Hotel. A petty officer electrician spent all the forenoon wiring up the Christmas tree illuminations and about 45 members of the ship's company turned up to help with the party. The scheduled entertainers didn't turn up, so, nothing loth, Hartland Point's singers came to the fore. Two great favourites with the children were "Jingle Bells" and "This Old Man," and they didn't seem to mind how many times they sang them.

A week before Christmas, a small party of six went to the Woodbridge Hospital for Mentally Deficient Children. The master-at-arms and the "Buffet" led this team, and it turned out to be a rather heart-breaking time

and got the patients singing and playing games. They were given balloons, sweets and fruit, and Father Christmas (the chief stoker) gave every child a present which had been carefully selected beforehand. The presents were very good ones as the ship's company had been most generous with its subscriptions.

When it was dark enough, cartoons were shown and, to the surprise of the visitors, when it was time to go they found that they had been at the hospital for four hours.

In case any Navy News readers in the Far East might like to give a party, or help at one, or take some children on a "banan," or if the readers of this article elsewhere have a little spare cash, the address of the Hans Andersen Club is P.O. Box 2810, Singapore.

How can I save?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send details of the Progressive Savings Scheme

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SIXTY-THREE MILES WALK DURING NIGHT

Urchin took up challenge

DURING H.M.S. Urchin's visit to Grenada in the West Indies in February, the Administrator of the Island was telling the captain, Capt. T. T. Lewin, M.V.O., D.S.C., R.N., of how, in 1926, a certain celebrated gentleman had walked round the entire island, a distance then of 57 miles, in under 24 hours. With six Royal Marine young officers under training in Urchin, this was a challenge which Capt. Lewin immediately took up.

No time was wasted as, on the following morning, the six young men surveyed the route from a Land-Rover, planned and prepared during the afternoon, and after being interviewed by the local Press, set off at 1730, dressed in "banyan" rig, boots, straw hats, and carrying only a few essential items such as foot powder, elastoplast, spare socks, barley sugar, cigarettes and cash. The plan was to walk round in an anti-clockwise direction, using the cool of the night and saving the easiest section to the end.

HILLY COUNTRY

Splitting into two groups, the three smallest and the three largest, a cracking pace was set, covering the first 21 miles in 4½ hours. Things now began to get tougher and, after 40 miles, two dropped out suffering from stomach cramp and a sprained ankle. After several weeks in Urchin they were, by Royal Marine standards, comparatively unfit, and, of course, there had been no time to train. Grenada itself, a most enchanting island, is of volcanic origin, and the road was, in parts, pretty hilly.

With 40 miles behind them, the time 0230, the remaining four plodded on, blisters, a twisted knee, aching muscles. Only an occasional stop, a few minutes at a time, for refreshment. Five miles from St. Georges—home—at about 9 a.m., a third dropped out. One mile later a fourth, a twisted knee, fell by the wayside. Now there were two. Of these, 2/Lieut. Douglas Brand finished the course, a total of 63 miles, in 17½ hours, fresh as paint. 2/Lieut. Peter Lamb was only half an hour behind.

Now it only remains for the very cooperative Chief of Police, Colonel John Holly and his policeman to beat the new record. Urchin and her Royal Marines were front page news, and local interest was certainly aroused.

SOLEBAY 'POP' SINGERS ON RADIO PARIS

THREE members of the ship's company of H.M.S. Solebay, A.B. J. L. Roberts, from Atterton, Liverpool, A.B. H. Whitley, from Harrogate and Elect, Mech. R. S. C. Court, from Southsea, recently found themselves providing competition to the "pop" stars of France.

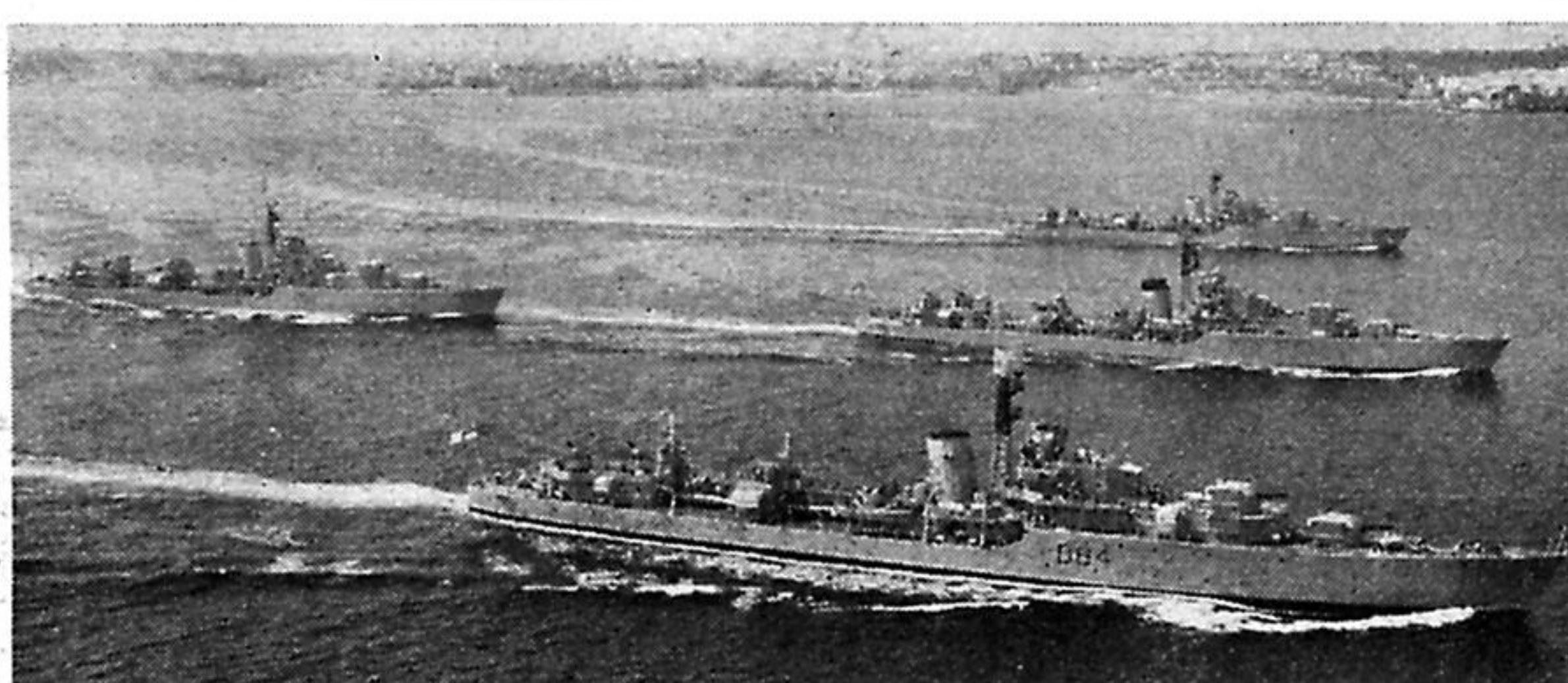
On arrival of the ship at Bordeaux during March, a roving reporter of Radio Paris (the National station) awaited them and the group, called "The Journeymen" taped a version of "The Savage" in a seven minute recording spell made in the mess, which was rushed to the studio for transmission to the French at 1300 L.T.

Great praise was bestowed on them by the producers of the programme, which is no small reward for an amateur group which has taught itself to play during the present commission.

In view of this latest success a new department may be formed to deal with the expected increase of fan mail from their continental followers.

H.M.S. Solebay arrived at Bordeaux on March 7 for a five-day visit, accompanied by the remaining ships of the First Destroyer Squadron, Finisterre, Saintes and Camperdown.

H.M.S. Dauntless won the Inter-Unit Hockey Cup at Portsmouth by defeating H.M.S. Dryad in the final by four goals to nil. The team received plenty of moral support from members of the Ship's Company who had travelled from Burghfield to see the match.



The First Destroyer Squadron. The three in line abreast are Saintes, Solebay (leader) and Finisterre. Astern is Camperdown

First Destroyer Squadron to pay off MALTA SELDOM SEEN DURING MED. LEG

IN the pre-war, piping days of peace, ships used to leave their home ports for a Foreign commission of about two and a half years. During the commission they spent the whole time on the station to which they were sent and a destroyer squadron worked together, in the main, as a unit. The following summary of the commission of the First Destroyer Squadron shows how different things are today.

The four ships of the First Destroyer Squadron, H.M.S. Solebay (Capt. J. Smallwood, Captain (D)), H.M.S. Finisterre (Cdr. C. J. Balfour), H.M.S. Saintes (Cdr. M. J. Porter), and H.M.S. Camperdown (Cdr. G. T. Risdon), will return to their home ports for the last time on April 8, 1962. During their two-year General Service Commission the ships saw service from the Persian Gulf to the West African coast and visited ports in nearly every country between.

After the usual work up at Portland, in cold English conditions, the Squadron sailed for the Mediterranean on Trafalgar Day, 1960. A very rough crossing of the Bay of Biscay made the climate of Gibraltar and the first sight of the Mediterranean sun all the more enjoyable.

Two weeks were spent in Gibraltar, tidying up the ships and carrying out daily practices before the first foreign visit of the commission, Malaga. There we began to feel the Mediterranean mood as the ships worked "Spanish routine" (the whole routine was put back one hour!) and many made use of the opportunity to visit Granada and the famous Alhambra palace.

From Malaga we went to work again, operating with the French anti-submarine escorts based on Toulon. These exercises kept us on our toes although one or two runs ashore in the city were possible. Eventually, having taken a month over the journey, we found that "jewel of the Mediterranean," Malta, a base we were destined to see much less of than we had thought.

CHRISTMAS IN MALTA

Just before Christmas, 1960, we made a Squadron visit to Palermo, in Sicily, and on completion returned to Malta for Christmas and the New Year. This stay in Malta is still shrouded in mystery for most of the Squadron, except for some organised skylarks on Manoel Island, but we eventually sailed after the celebrations with most people onboard, in body if not in spirit.

After a couple of weeks exercising in the Malta area the Squadron split up and, such is fate and the modern Navy, we were to see little of each other until months later when we left the Station.

H.M.S. Solebay paid the first warship visit to Cyprus since that island became a Republic and was made most welcome although bad weather curtailed the visit by one day. Some libertines had to rejoin off the north of the island after a long journey by truck and jeep chasing the ship all day.

During this time H.M. Ships Saintes and Camperdown had gone to Gibraltar for their periodic docking but Solebay and Finisterre met again when the Flag Officer Flotillas, Mediterranean, flying his flag in H.M.S. Bermuda, took a small force to Leghorn in Northern Italy. Most of this visit was spent travelling to

island.

The three front-line ships returned to Malta for a few days before the Squadron left for home in accordance with the programme. We sailed to the sound of the pipe band of the Highland Fusiliers who gathered on Tigne Point to play "Will Ye No Come Back Again" and the roar of low-flying Shackleton aircraft of the R.A.F. with whom we had worked so much.

His Excellency the Governor (Admiral Sir Guy Grantham), the Commander-in-Chief, and many others were afloat to say goodbye to our Squadron. After an uneventful passage with a short stop at Gibraltar for Christmas shopping, the ships arrived at their Home Ports on September 14 to give everyone a much-needed spell of leave.

More work in dirty weather off Scotland in October soon brought us back to reality but after only two weeks of this Solebay and Saintes were again selected to undertake escort duties for the Queen's tour of West Africa. After some rapid cleaning up and repairing of storm damage they sailed on November 6 for Las Palmas in the Canaries. They joined H.M. Yacht at Takoradi and with the Yacht paid visits to Monrovia, Freetown and Bathurst.

Finisterre and Camperdown had meanwhile been involved in numerous exercises in Home Waters in very bad weather, interspersed with visits to Ports in U.K. All four ships, after joining together at Gibraltar for a few days, made their Home Ports in time to give Christmas leave, which was a notably more restrained period than the last.

Since Christmas, 1961, we have been together more or less the whole time and have spent the three remaining months of the commission in exercising hard, with visits to Le Havre, Bordeaux, and Bilbao to keep our hands in and to prove our stamina.

TOPS IN GUNNERY

All four ships will return to their Home Ports for the last time on April 8, 1962, after a memorable and very enjoyable commission.

The highlights were of course the Royal tours but we did manage to sweep the board in the Mediterranean Fleet Gunnery Competition in a quiet moment. We have dressed ship overall about 36 times, steamed thousands of miles and lost only three bachelors in foreign ports. It has been a full commission and we have all worked hard keeping the ships going. In return they have taken us wherever we wished and have never let us down.

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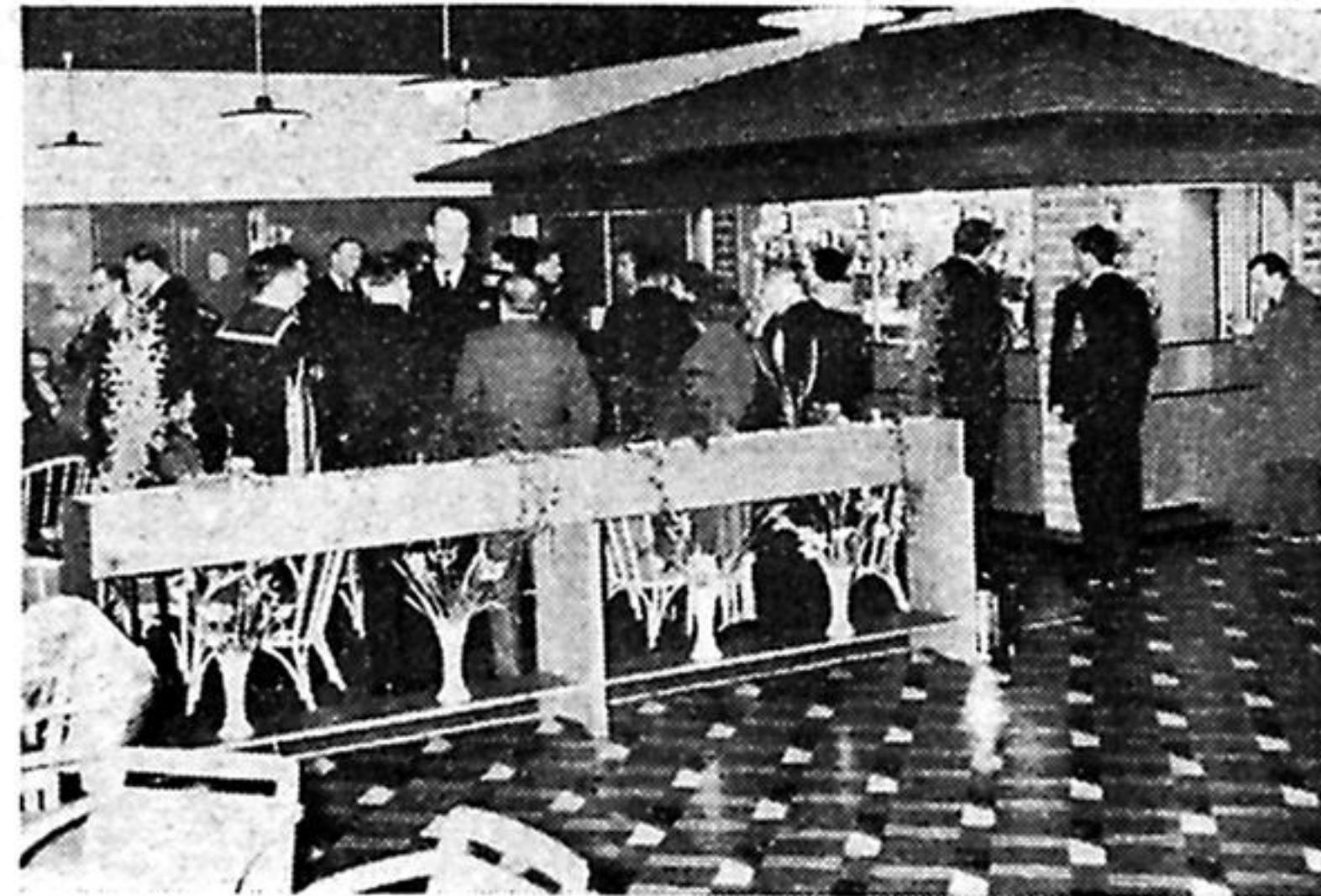
A New club at Rosyth

A NEW club for naval ratings and their families was opened on March 1 by Mrs. A. R. Hezlet, wife of Rear-Admiral A. R. Hezlet, C.B., D.S.O. and bar, D.S.C., Flag Officer, Scotland. The club known as the Forth Club, is situated in what was formerly the junior ratings' billiard room of the Rosyth Fleet Club at Rosyth Dockyard.

The premises have been decorated and furnished in excellent fashion and now offer a lounge, bar and small dance floor. There are excellent cloakroom facilities and a powder room. Many officers present at the opening ceremony felt that the Club could compare favourably with anything they had encountered.

R. F. R.

rance to the lounge. She was presented with a bouquet by five-year-old Shelley Cutts, whose father is a petty officer in H.M.S. Duncansby Head. Mrs. Hezlet, who was accompanied by her husband, was introduced to members of the committee and signed the Club's visitors' book.



Capt. G. W. D. Spriggs, M.B.E., R.N., Commanding Officer of H.M.S. Cochrane, presided at the opening ceremony. The cost of converting the premises had been £3,000, he said, and he hoped that the Club would be well supported by ratings, their wives and families. It would be open to all ratings stationed at Rosyth or in other local naval establishments and should become a first-class social centre.

Capt. Spriggs paid tribute to P.O. Joe Cox, H.M.S. Duncansby Head, who is chairman of the first committee of the Club.

Mrs. Hezlet wished the Club every success and declared it officially open by cutting a ribbon across the entrance.

Lounge and cocktail bar of the New Club. (Photocraft Picture by Morris Allan, Dunfermline.)

Where are the Air Pioneers?

THIS year marks the 50th anniversary of the Royal Flying Corps, which was formed by the amalgamation of the Royal Navy and Army Wings, and pioneer Service airmen will be attending many functions being organised to mark the anniversary. In addition to special displays being held later in the summer, a Service of Remembrance is to be held at the R.A.F. Church of St. Clement Danes in the Strand on Sunday, May 13, attended by survivors who served in the Royal Naval Air Service and Air Battalion of the Royal Engineers before 1912, and those who flew with the Royal Flying Corps.

The whereabouts of some of the first few Naval pilots who trained in 1912 are known, but there are many more with whom contact has been lost.

The Secretary of the Admiralty is hoping to hear from the men who, 50 years ago, carried out much experimental work from the first Naval Air Station at Eastchurch, Isle of Sheppey, helping to perfect the country's first seaplanes, the first ship-borne aircraft, and some of the first mechanical flying aids on military aircraft. The possibility of having a reunion of the early Naval flyers to see something of modern aviation in the Navy is being considered—providing, of course, the 1912 pilots can be found—and special welcomes will be given to pioneer Naval airmen at Fleet Air Arm "Air Days" later this year.

Even after the formation of the Royal Flying Corps in May, 1912, the Royal Navy continued for many years to train its own pilots at Eastchurch, but today the 600-acre site of the birthplace of Naval aviation is occupied by an open prison. Only the flapping corrugated iron sheets of 50-year-old Admiralty hangars facing the Kentish marshland remain as reminders of the historic Naval developments which took place on this airfield, but it is hoped that sufficient 1912 pre-R.F.C. pilots will be traced to recall and relieve the days when they set off on cross-country flights from the Isle of Sheppey complete with spanners and a food supply to cope with the frequent emergencies which arose.

One of the very first Naval pilots, now living in Gloucestershire, recalls having flown Mr. Churchill the 16 miles from Gravesend to the Isle of Grain in one of the very first seaplanes. The flight took just over an hour!

Pilots who served either in the Naval wing of the Royal Flying Corps or in the Royal Naval Air Service are requested to write to the Secretary of the Admiralty, giving brief details of their service.

Colonel N. H. D. McGill, Royal Marines has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel F. D. G. Bird, O.B.E., with effect from February 26.

The Rev. H. W. Brierley, O.B.E., M.A., Royal Navy, has been appointed an Honorary Chaplain to the Queen to date March 7, in succession to the Rev. C. Davies, O.B.E., A.K.C., Royal Navy.

Rear-Admiral V. St. C. L. Magniac, C.B., has been placed on the Retired List to date March 10.



H.M.S. Centaur, which is expected to reach Portsmouth in May

H.M.S. CENTAUR ON WAY HOME

H.M.S. Centaur is expected to return to Portsmouth next month, having completed her "East of Suez" time, and the ship's company is looking forward to cooler weather and leave from Portsmouth—a leave which has been well earned.

Christmas was spent at Mombasa, where helicopters of 824 Squadron were engaged on Kenya flood relief and the ship left Aden on New Year's Day for the Far East.

After a very pleasant week in Hong Kong towards the end of January,

where the spell of cool weather and the "run ashore" was thoroughly enjoyed, the ship arrived at Singapore on February 1 for a fortnight's self-maintenance period. The squadrons, 807 Scimitars, 893 Sea Vixens, 849A Gannets and 824 helicopters, were disembarked to the various airfields in Singapore and were able to keep up flying practice while the ship repaired some of the wear and tear of over 10,000 miles already steamed this year.

There was a good programme of sports and some members went "jungle-bashing" up country. The Royal Marines disguised themselves as commandos again and disappeared into the jungle for a week.

On February 19, Centaur sailed from Singapore, embarked her aircraft and set off for the Ceylon area where flying exercises were carried out with the Indian carrier Vikrant. On February

26 the Commonwealth ships assembled for "Jet 62" at Trincomalee.

Trincomalee will be remembered by many readers and for a few days it took on almost a war-time atmosphere with the harbour filled with carriers, cruisers, destroyers, frigates and fleet replenishment ships.

A FINE START

The exercise began on March 2, and for the next eight days the carrier task forces and replenishment groups were spread out across the Bay of Bengal. Canadian, Indian, Ceylonese, Malayan, Australian, New Zealand and British forces all took part in this big exercise, and on a replenishment day, when the ships of these countries were assembled over a large area of sea, they made a fine sight.

On March 10, the fleet assembled at the Island of Lankawi off the Malayan coast, for a combined weapon-training period, but Centaur's part in the exercise was over as it was time to head west for the long voyage home.

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Machinery damaged by under-water eruption

H.M.S. Protector, the Royal Navy's ice patrol ship, has reported that there has been a vast volcanic eruption underwater in the Sandwich Islands, about 500 miles from the Antarctic Circle, and that some of the ship's machinery was put out of action when hundreds of small pieces of floating pumice stone were sucked into water intakes.

The ship reported that thousands of square miles of the Scotia Sea and South Atlantic just outside the Antarctic Circle were covered with streams of pumice dust thousands of yards long. Pieces of pumice were floating to the surface up to three feet across and up to 20 miles from the maximum area of concentration 15 miles north-east of Zavodovski Island. The sea-bed eruption was believed to be very recent as the ship reported that the floating matter smelt strongly of sulphur. Water colour varied between muddy green and a bright turquoise.

When H.M.S. Protector neared Zavodovski Island, large clouds of steam were rising and a "moderate eruption" was taking place.

MACHINERY STOPPED

Majority of the pumice stone being thrown up was floating, but pea-size pieces were suspended in about 15 feet of water and these caused the stoppage of the ship's evaporators, turbo-

generators and some other machinery. Some of the eruptions, said the ship, took place in 324 fathoms of water, but because of the presence of so much floating matter H.M.S. Protector was unable to remain in the area and had to steam into the South Atlantic after collecting large quantities of samples for analysis.

Protector is commanded by Capt. Robert Henry Graham, D.S.C., M.V.O., of Guildford, Surrey.

Nuclear ship at Portsmouth

THE nuclear-powered submarine, U.S.S. Shark, one of the United States Navy's newest, visited Portsmouth from March 23 to 30.

Commanded by Cdr. John F. Fagan, Jr. USN., the 3,500 ton attack submarine, 252 ft. long, has a crew of nearly 80 officers and men.

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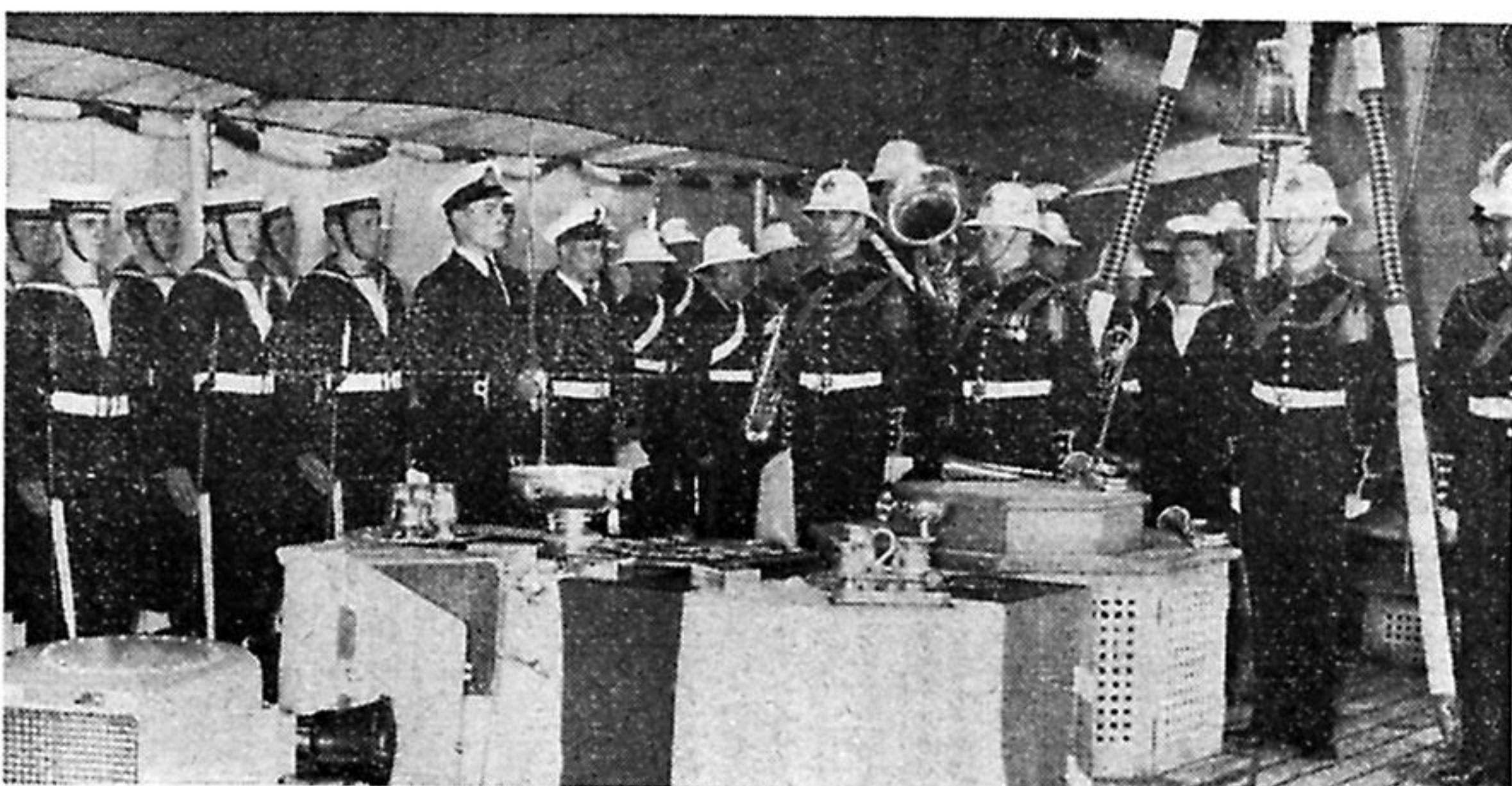
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The ceremony of the handing over of the bell and bugles

BERMUDA RECEIVES BELL AND BUGLES FOR SAFE KEEPING

IN a short but moving ceremony held recently on board H.M.S. Bermuda (Capt. M. G. R. Lumby, D.S.O., D.S.C.) at Hamilton, Colony of Bermuda, the solid silver bell and silver bugles, presented to the ship by the colony in 1947, were returned to the colony for safe-keeping.

The picture shows the Royal Marine Buglers who have just relinquished the bugles after a final fanfare, by placing them on a wooden grating, while above them and in front of the gun turret is the solid silver bell. Also on display are the other magnificent pieces of silver which have been presented to the ship by the colony over the years. These are being retained on

Lordships, it was most unlikely that the ship would have the good fortune to visit the Colony again during her lifetime. It had been decided therefore, that it was an appropriate time to return the silver bell and bugles to the Colony for safe keeping as a reminder of the strong bonds of affection between the Colony and the officers and men of the Royal Navy, and until such time as another H.M.S. Bermuda might be laid down.

TROPHIES ACCEPTED

The trophies were accepted on behalf of the Colony by the Speaker of the House of Assembly (Sir John Cox) in the presence of fifteen members of the House of Assembly and Legislative Council and their ladies. Also present was Lady Conyers, widow of Sir Reginald Conyers who, when Speaker of the House of Assembly in 1947, had presented the bell and bugles to the ship.

Sir John made special mention of the great pleasure that had been felt in the Colony when, during the war, they learned of the building of a new Bermuda. Referring to the fact that Bermuda was the seventh ship to bear the name he said almost a hundred years had passed between the sixth and seventh Bermuda's. He expressed the sincere hope that Their Lordships would not allow a hundred to pass between the seventh and eighth Bermuda's.

'Tramps' invade Wrens Quarters

BY RUDYARD OTTER

TWO filthy tramps entered the Laughton-Matthews Wren block in H.M.S. Sea Eagle, Londonderry on the night of March 9. One tramp wore a dull clerical collar and was shirtless, the other carried a huge "ban-the-bomb" placard on his back.

Together they swaggered to the bar and ordered a couple of drinks. Then, still bristling with contempt for this bomb-blasting world, they sat down on the floor and exchanged inferiority complexes. Trafalgar Square had nothing on them!

The first tramp was Writer David Morris, the second unrecognisable individual was me, your reporter. And we were among dozens of dishevelled "layabouts" who attended the fabulous Tramps' Ball—a multi-costumed spree organised by the Wrens of H.M.S. Sea Eagle.

BEWITCHING 'TRAMPRESS'

L./Writer Wren Margaret Charter was at the entrance to greet us, and Margaret is the kind of female who could look outstanding in any rig, but as a trampess she was particularly sweet and bewitching!

Wrenching my bloodshot eyes off Margaret, I saw an ungainly shower of tramps and trampesses shuffling about, and then I spotted Margaret again, absolutely breathtaking, as she oozed on to the floor and floated around in the protective arms of L./Writer Brian Walcroft.

C.P.O. Writer Frederick Woods was there too, living it up. At first glance his sickly green face made us wonder if the time had come to lay off the beer, but a second scrutiny revealed that he was wearing a mask, so we sobered up and hurried back to the

Apprentice to go to the Palace

A PPRENTICE Kirkman of Grenville Division, H.M.S. Fisgard, has gained the Duke of Edinburgh's Gold Award and in due course will visit Buckingham Palace to receive his medal from His Royal Highness.

In the course of his examinations App. Kirkman won a Distinction from the Royal National Life Saving Society in its Award of Merit. He also made an epic canoeing trip of 55 miles of the Tamar in full flood.

This is the first time that the Gold Award has gone to H.M.S. Fisgard and Kirkman is only the second Artificer Apprentice to be so honoured. His award is the fifth Gold Medal for the Royal Navy.

bar. The band played continuously from 8 p.m., and we twisted even more than we did last summer!

Every now and again we would sneak into the adjoining room and sample the first-class buffet which was good enough to delight the hungriest of epicureans.

Junior Writer Robert Carr chuckled with joy when he won a carton of fruit in the raffle, but immediately a crowd of starving trampesses descended on him and pleaded for something to eat.

Altogether it was a tremendous night, and many of us would like to see a repeat performance: so what about you fun-loving Wrens of H.M.S. Sea Eagle, eh?



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General Secretary visits No. 8 Area



No. 8 Area Council members, with the Secretary to the General Council, Shipmate L. E. Maskell, Shipmate G. E. Young, No. 8 National Council member, and Shipmate Wark, President of the Area, are on either side of the General Secretary who is in the centre of the picture

Annual Conference '62

THE Secretary of the 126 Committee, Shipmate A. G. Woonton, 30 The Poplars, Bramley Road, London, N.14, has stated that all branches of the Association in the United Kingdom have been told what arrangements have been made for the entertainment.

SKEGNESS NOW A BATTLE-WAGGON

AFTER years of steady steaming the Skegness Branch of the Royal Naval Association has grown from a frigate to a battle-wagon, and with the continued help of all shipmates it will continue on a straight course. "Raggie," the branch reporter, says: "It is good to hear the steady patter of feet on the mess deck—it reminds me of the measured tread when 'Up Spirits' was piped."

The branch has been showing the flag around Skegness and district by means of socials and film shows, through the work of members under the direction of Shipmate Toyne.

Skegness boasts of a lively complement of officers and committee and at the helm is founder member Shipmate W. B. Rufford. The scribe is Shipmate K. Williams, who, it is said, is the only mate to put a fender out to stop H.M.S. Royal Arthur bumping. The treasurer is Shipmate Jackson, an ex-Royal Marine.

The Ladies' Section has put in a lot of good work and the members thank them sincerely for their efforts.

of Delegates, etc., after the Annual Conference on June 23, and he appeals for the return of the form he sent to them.

After the Conference a buffet tea has been arranged at the Duke of York's Headquarters, at the rear of the N.A.'s Headquarters Club, and this is to be followed by a Grand Dance and Social evening complete with cabaret.

DRUMHEAD SERVICE

On Sunday, June 24, there is to be a Drumhead Service at which a new Standard for No. 1 Area will be dedicated. The Parade will assemble at Wellington Barracks and will march to the Horse Guards for the service at eleven o'clock and then return to the barracks for dispersal. The canteen at the barracks will be placed at the disposal of those taking part in the parade and their friends. The Headquarters' Club will, as usual, be open, as will also branch clubs such as Battersea, Lewisham, West Ham and Hamworth.

The 126 Committee hopes that everyone attending the Conference will avail themselves of the hospitality being provided and, equally important, that they will find it possible to remain in London overnight (or, if living near, return next morning) in order to support the Drumhead Service on the Sunday.

Anyone requiring information on the arrangements the 126 Committee is making should get in touch with its secretary.

ADMIRAL TO CONTINUE AS PRESIDENT

In referring to his first year as President of the Bridport branch of the Royal Naval Association at the annual general meeting, Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B., spoke of the warm spirit of comradeship he had experienced.

The chairman of the branch, Shipmate W. M. Perfitt, said it was the wish of the members that the Admiral should continue in office.

In his report the chairman thanked the members for their support with special reference to the work of the secretary. He also spoke of the many social events which had taken place during the year, saying that the highlights were the visit to West Bay of H.M.S. Yaxham and the annual reunion at the Festival Hall.

Shipmate J. A. Richards, the treasurer, said that the Bridport branch had again made contributions to naval charities and the branch funds were satisfactory. Membership had increased, but there were still a number of ex-naval men in and around Bridport that the branch would like to see become members.

OFFICIALS

The following officers were elected: President, Admiral Sir Gerald V. Gladstone; vice-presidents, Capt. E. W. Whittington-Ince, Capt. G. A. French, Capt. G. F. M. Best, Capt. R. M. T. Taylor, Lieut.-Colonel Mr. R. Y. C. Cmndr. E. W. Woodruff; chairman, Mr. W. M. Perfitt; vice-chairman, Mr. J. J. Roche; secretary, Mr. W. R. N. Cast; social secretary, Mr. J. McDonald; treasurer, Mr. J. A. Richards; committee, Mr. J. E. Jones, Mr. C. R. Shaw, Mr. R. V. R. Collins, Mr. R. Pool, Mr. C. Waters and Mr. E. Warne.

PORTLAND HONOURS RETIRING CHAIRMAN

THE Portland branch of the Royal Naval Association entertained 100 members and guests at its annual dinner and dance on March 10, during which Shipmate T. Hair, who recently gave up the chairmanship of the branch because of ill health, was presented with an inscribed tankard on behalf of all the members.

Among the guests were Rear-Admiral H. R. Law, O.B.E., D.S.C., the Flag Officer Sea Training, the Chairman of the Portland Urban District, and Mrs. Benfield, together with representatives of the Bridport and Weymouth branches of the association, the R.N. and R.M. Association, Weymouth, the R.A.F. Association, Weymouth, and guests from Plymouth and London.

The chairman of the branch, Shipmate Jones, proposed the Loyal Toast and read a telegram from H.M. The Queen.

Lieut. A. Heron, R.N., the branch President, proposed the toast of the Association, Lieut. Whimhurst, R.N., proposed the toast of the guests, which was responded to by Rear-Admiral Law.

The pleasing ceremony of presenting "Tommy" Hair with a tankard, in appreciation of the services he had given the branch, was performed by Admiral Law. Shipmate Hair was quite overcome, but soon recovered and the tankard was filled and refilled and passed around his many friends.

After an excellent meal the rest of the evening was given over to dancing, and Shipmate Clough and Mrs. Whimhurst gave an excellent version of "The Twist."

Shipmates Jackson, Powell, Jones, Wilkes and Babb are to be congratulated on the efficient arrangements they made. The "Tophill" members appreciated the long, long trail home—it gave them a chance to recover from their exertions.



Rear-Admiral H. R. Law presents Shipmate T. Hair with an inscribed tankard. (Photo by courtesy of Warren and Rod Ltd., Portland)

'Down unders' do not forget Commercial Rd.

THE first and only branch of the Royal Naval Association in Australia, the Queensland branch, at Brisbane, was inaugurated with six members on September 7, 1961, and it now has a membership of 40.

The president of the branch is Lieut.-Cdr. H. R. B. Smith, M.B.E., R.N., and the vice-presidents are Capt. E. P. Thomas, O.B.E., R.N., Lieut.

N. B. Dahl, R.N., and A. Bennett, Esq. Capt. Thomas is the first life member and he was one time Naval Officer-in-Charge, Brisbane.

The secretary, Shipmate R. E. Jones, Box 2100W, G.P.O. Brisbane, says that the members "down under" have not forgotten Commercial Road, or Union Street, yet, and sends greetings to all branches of the Association.



All hands to the
GUINNESS



The presentation of the compass to the Ashford branch. Shipmate Standen (chairman), Shipmate Philpott (secretary), Shipmate Murray (vice-president), Shipmate Hampshire, Shipmate Anderson and three of the visitors at the 14th birthday party

A surprise for Ashford

THE 14th annual general meeting of Ashford (Kent) branch of the Royal Naval Association, when the same officers were re-elected for the ensuing year, was quickly followed by the 14th birthday party.

Some 60 members and their ladies attended the party, during which a large iced cake with 14 candles, made by Mrs. G. A. Philpott, wife of the branch secretary, was cut by Shipmate J. W. Dykes, of the Chatham branch,

who is a National Councillor. Others present were Shipmate "Jumper" Collins from Gillingham and Shipmate Tom Asprey, No. 2 Area Secretary and shipmates from Folkestone and Canterbury.

Those present had a delightful surprise, for during the evening Vice-President Shipmate Don Murray presented on behalf of Mrs. Murray, who could not be present because of illness, a beautiful ship's compass.

The "Messdeck Dodger," in his report, mentioned the welcome given to a new member, Shipmate Ronnie Lewis, from Hanworth branch, describing him as a "real live spark," and the thanks of the Ashford members to the ladies who, as always, put on a wonderful spread.

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The two big problems—Casualties and Aircraft Repairs — solved

JAPANESE AIR RAID ON MANUS

(In his previous two articles of the Manus Story, Capt. Waight, who was the Senior British Naval Officer on the island of Manus, the huge base prepared by the Americans from which to continue the war against Japan, told of the preparation of the British Naval Camp and the ready assistance of the Americans.)

THE British Pacific Fleet, now Task Force No. 57, had sailed from Ulithi on March 23, 1945, and reached the combat zone, off Okinawa, on March 26 and were engaged almost continuously, bombing Japanese island bases, or bombing them from aircraft flown off from the carriers. Japanese aircraft attacked the Fleet relentlessly with suicide bombers... Many casualties occurred, in both personnel and aircraft. Thus, two problems arose which the authorities at Manus were called upon to deal with. First, personnel casualties secondly, those of aircraft.

Meanwhile the activities and responsibilities of the British naval party had expanded rapidly. The efficient handling of the Fleet mail had always been essential for maintaining a high standard of morale. We were fortunate in having the services of Lieut. W. Burgess, R.N.V.R., who was a G.P.O. expert in civil life, as "Fleet Mail Officer." By arrangement with Cdre. Boak, a large area of the American Mail Office was taken over and organised to deal with the large quantities of letters and parcels arriving by air from Sydney. These were rapidly sorted and dispatched forward to the combat zone by American aircraft.

In the hurry to get a naval party from Sydney to Manus, little thought had been given to likely air requirements. At Momote, situated about 15 miles east of the main base at Lorengau, a large American airfield had been constructed, but the administration was mainly under the control of a senior American officer of the Air Force. However, through the good liaison of Cdre. Boak and his Chief Staff Officer, Capt. Day, agreement was reached to set up a British naval air office at Momote, to work in liaison with the American office.

NAVAL AIR ORGANISATION

Landing strips and lay-bys were allocated. We were able to use part of a hangar for servicing and minor repairs. Two huts were to be used for the receipt of stores, and mails for onward dispatch and the American Transit Camp was made available to accommodate British officers and ratings en route to the ships in the combat zone.

Thus was laid the foundation of a purely British "Naval Air Organisation," administered by the Senior British Naval Officer, and efficiently controlled by Lieut. Coles, R.N.V.R.

Whereas in the initial stages all W/T communications, teleprints, ciphers, etc., had to be dealt with

through the American Communication Centre, delays occurred due to the extra work thrown on the American organisation. It was imperative that a British Communication Centre should be established and this was accomplished in less than three weeks, and, as the weeks and months passed, a tremendous amount of ciphers and signal traffic passed through the British Centre admirably controlled by Lieut. Walsh, R.N.V.R.

FIRST PROBLEM OVERCOME

At Manus there was a large American military hospital, splendidly equipped capable of dealing with 1,500 stretcher cases, and it was to this hospital that the casualties of the British Pacific Fleet were dealt with, but it quickly became

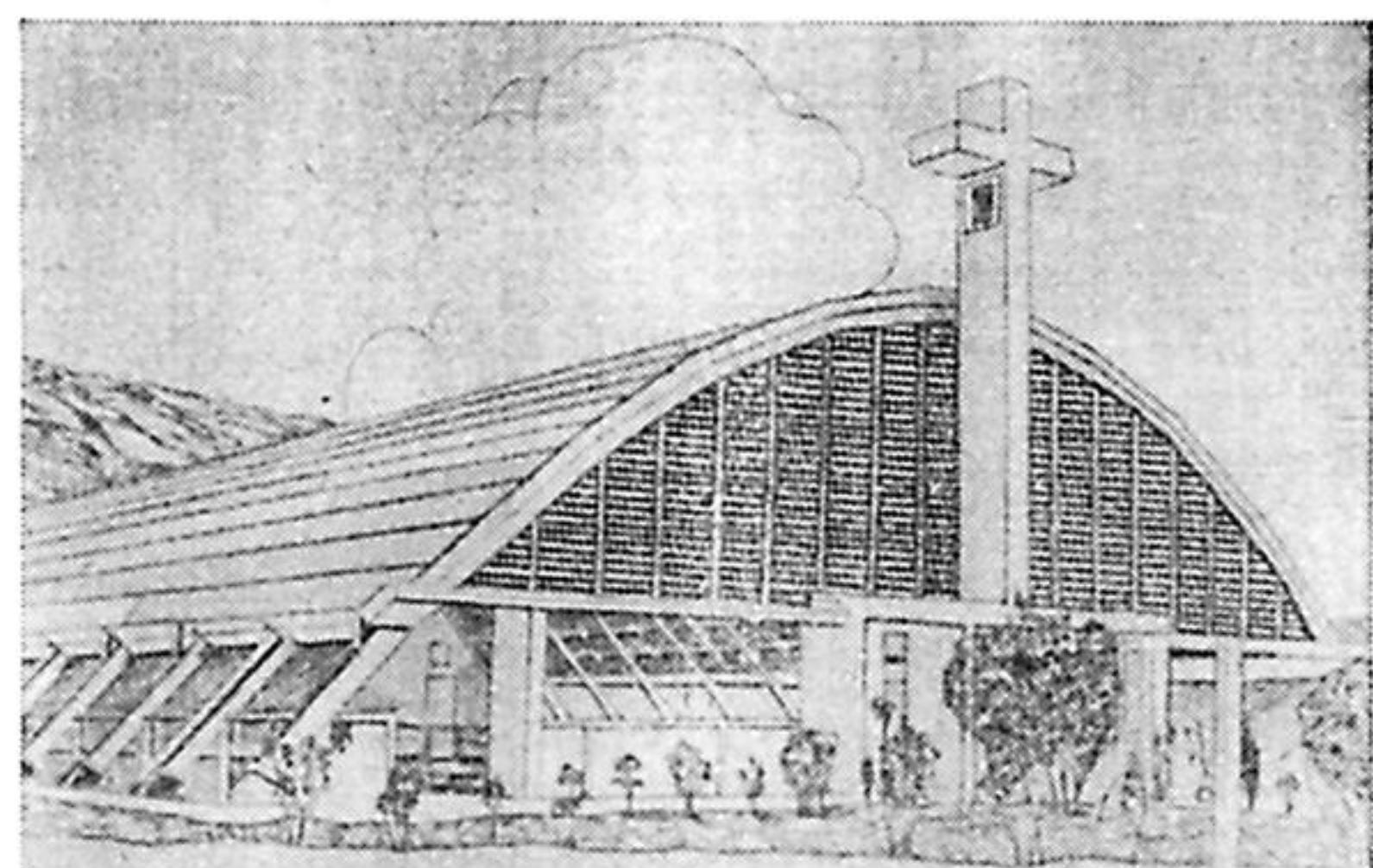
THE MANUS STORY

by
Captain H. F. WAIGHT
O.B.E., R.N., (ret.)

apparent that there would soon be an overflow. After consultation with Headquarters at Melbourne and Sydney and in liaison with the American Commodore and Senior American Medical Officer, it was decided to set up an Air Casualty Clearance Service between Manus and Sydney, under the direction of the British Camp Medical Officer, Surgeon-Lt. A. D. Mitchell, R.N.V.R.

For this purpose, several planes were made available, and six nursing sisters were sent forward from Sydney and accommodated in the American hospital, the only place where women were allowed. This much-needed service was soon running efficiently, so problem one, mentioned above, was successfully dealt with.

Running in parallel with the need for casualty clearance was the one for servicing planes brought forward by



The American Church, Manus. The church, which would hold 1,000, was built of wood cut from the surrounding jungle

officers' messes, and clubs, good messing accommodation for ratings, a splendid up-to-date cookhouse, ice-cream machines, and every possible amenity.

I returned to Manus greatly impressed, hoping that I could gain the support of Cdre. Boak in starting negotiations for a "take-over." The one drawback was the seaward approach to the island. Ferry carriers would need to anchor a long way off shore, and the planes transported on a lighter (which was available) to the one and only jetty on the island, but other advantages, which were many, made this snag appear trivial.

TEDIOUS NEGOTIATIONS

The negotiations were tedious, but the "take-over" was finally agreed, and, together with the American constructor commander, I paid several visits to make a complete inventory of build-

ing materials, and clubs, good messing accommodation for ratings, a splendid up-to-date cookhouse, ice-cream machines, and every possible amenity.

However, as these huts were very urgently required, I persuaded the Commodore to inspect the British camp, after which the two additional huts were obtained; "But," said the Commodore, "no more until I know what your final requirements are likely to be." Thus he opened the door wide for an official request which was quickly produced.

It had long been the desire to obtain sufficient accommodation in Manus to provide a cookhouse and set separate messes, and virtual the British personnel from stores now available in Fleet train supply ships. It had already been possible to obtain rum. The British ratings were becoming tired of American diet, and were pleased to hear of an impending change.

DEATH OF PRESIDENT ROOSEVELT

On April 12, 1945, the news of the sudden death of President Roosevelt came as a very great shock to the American and British personnel. The President had been regarded by all with very real affection. A memorial service was held in the beautiful church, which had been built with timber obtained from the jungle. The church had accommodation for 1,000 officers and ratings, and was open daily and used by every Christian denomination.

The B.P.F. in its first sortie had remained in the combat zone off Okinawa for a period of 30 days or more, being constantly attacked by Japanese bombers. They withdrew to Leyte for the purpose of replenishing stores, ammunition and provisions and to refuel and obtain a needed rest for ships' companies.

But this did not mature according to plan. The Fleet anchored a long way from Leyte, with no opportunities for shoregoing. There were no amenities available as had been found at Manus. Admiral Rawlings arranged for a distribution of beer from the N.A.A.F.I. ship to the Fleet. The replenishment operation meant working day and night shifts, and the Fleet sailed again for the combat zone on May 1.

NO SHOT WAS FIRED

As the Americans advanced through the Central Pacific, groups of islands were bypassed. One of these was the Carolines, in which was situated Truk. From there on the night of April 29 two bombers set out to attack Manus. They had no difficulty in locating it, because the Americans never blacked out the base, and the lights compared well with those of Blackpool of peaceful days. Consequently, the Americans were caught on the wrong foot. The Japanese scored a hit on each ship in the two large floating docks, but only superficial damage was caused. The bombers got away without an angry shot being fired.

(To be continued next month.)

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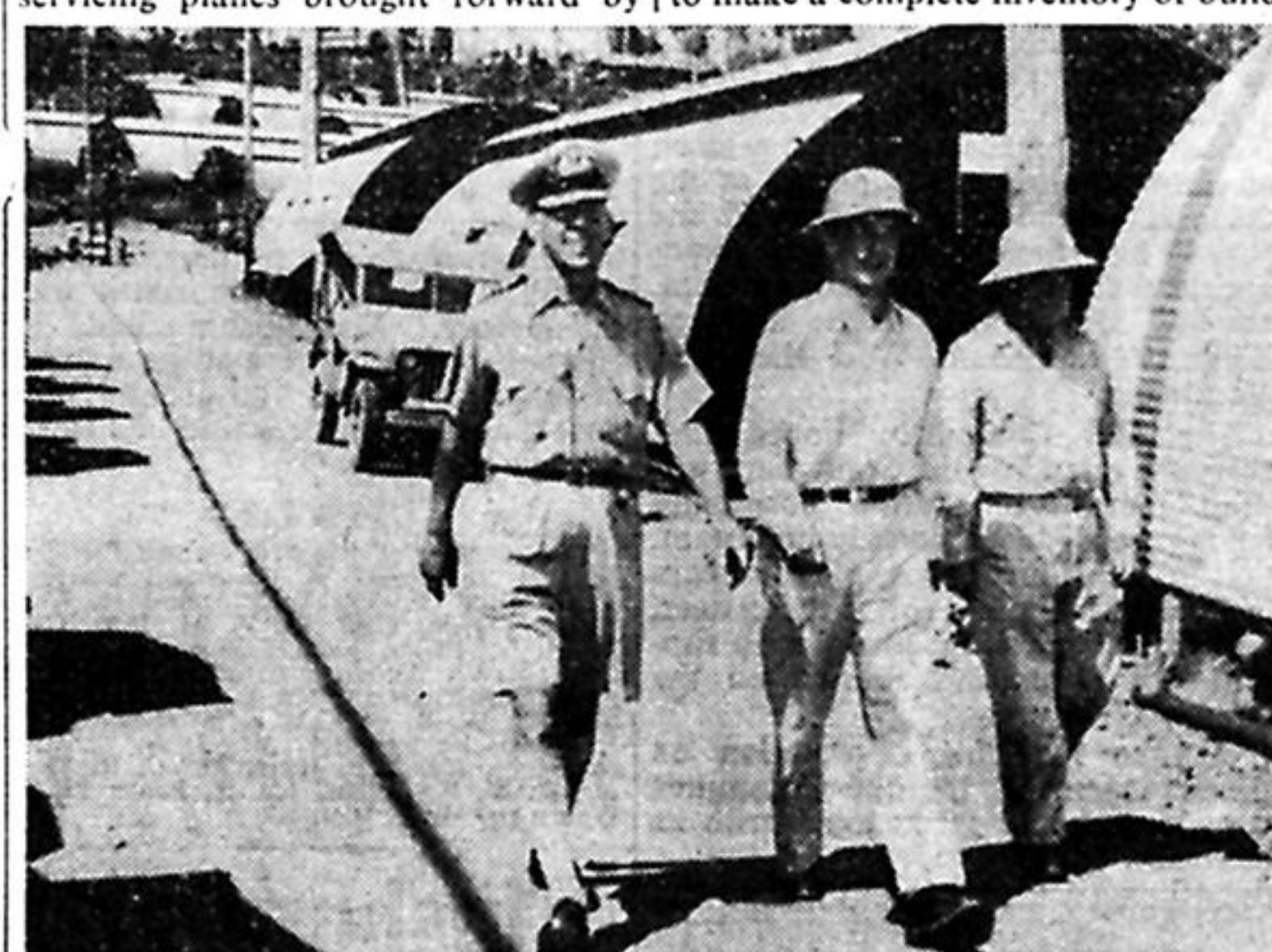
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the ferry aircraft carriers, H.M.S.s Striker, Arbitrator, Virtee and Unicorn from Sydney, before they took off for the combat zone to replace planes destroyed. They not only brought planes but vital stores and personnel to replace those unfortunately killed or seriously wounded.

ISLAND A FIXED AIRCRAFT CARRIER

The American Air Arm used the larger half of Pityilu Island for servicing and repairing planes. First it was agreed that the British, too, could use it, but here again, as with the American hospital, the Americans felt we were crowding them out, and hampering them in their own activities. But in addition to Pityilu, they used "Ponam Island" as an overflow repair and flow repair and servicing organisation.

This was situated some 19 miles N.W. of Manus.

As the question of servicing British planes was most urgent, I requested permission from Cdre. Boak to be allowed to visit Ponam Island. It was one and a half miles in width, surrounded by a coral reef which extended a long way off shore. The runway extended through the centre and entire length of the island.

On landing, I was met by the commanding officer, who took me on a tour of inspection. The island was virtually a fixed aircraft carrier. Around the perimeter were well-equipped workshops with machines and tools of every description, electrically operated. There were a church, hospital, cinema,

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Irresistible's last fight

DARDANELLES! What memories that name brings back to the soldiers and sailors of the First World War. To one man in particular March 18 each year brings back not only the shot and shell, the excitement and horror of war, but also the loss of a fine ship—H.M.S. Irresistible—sunk by enemy action on that day, 47 years ago.

The man is Mr. J. A. Louie, of Bucks Green, near Horsham, who was a survivor from the battleship. The following is a letter he sent to his wife from the Royal Naval Hospital, Malta, in March, 1915, where he was recovering from wounds received in the action.

"We entered the Dardanelles in company with several other ships about noon on March 18. I think we were the third group to make an attack. We were all prepared to make a big splash that day, so were very excited. We

were about 8 to 10 miles up the Straits when we started firing; in fact we had the Narrows in view.

SHIP HIT

"We kept on firing until about four o'clock, when something very heavy struck the ship, which I guessed was either a mine or a torpedo. No sooner had it struck the ship than all the electric lights went out. There were a good many near me, and we all ran up on deck, blowing up our life-belts as we went. By that time the ship had taken a list to starboard and steam was rushing up the exhaust pipes from below.

"We threw all the pieces of timber we could find overboard, so that we should have something to hang on to when we made our final plunge. From there I found myself on the quarter-deck the fort side. The shells from the forts were pouring down on us, but we did not care very much about that just then.

RESCUED BY DESTROYER

"To our intense surprise we saw a destroyer coming alongside. We soon started to board her, when the order was given 'Every man for himself.' Not the slightest excitement or panic was shown. All left the fatal ship as if going on 'liberty leave.' Shells were bursting around us very thickly by that time and it was getting rather warm. The next thing I remember was getting hit. I was still on board the 'Irresistible,' but I at once slipped over the side, and was eventually picked up by a destroyer. By that time all had left our ship with the exception of the captain and commander.

"From the destroyer we were taken (Continued in column 3)



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(Continued in column 3)

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Labour Department, A.E.E. Winfrith, Dorchester, Dorset quoting ref. IM/NAT/JN.

In Memoriam

John Ivan Jenvey, Junior Seaman 2nd Class, P/065148, H.M.S. Raleigh. Died February 4, 1962.

David William Williams, Shipwright Artificer 1st Class, P/MX888689, H.M.S. Vernon. Died February 15, 1962.

Philip George Lamacraft, Artificer Apprentice, 063222, H.M.S. Fisgard, died February 22, 1962.

Austin Ormside, Petty Officer, J/JX661697, H.M.S/M. Amphion. Died February 23, 1962.

Francis Collins, Radio Operator 1st Class, D/SS938106, H.M.S. Afrikander. Died March 1, 1962.

(Continued from column 2)

on board the Queen Elizabeth to have our wounds attended to, and from there were dispatched to the Royal Naval Hospital, Malta, on the hospital ship 'Sandam' and hope to sail for home soon."

What's in a name?

If, as is reported, the Admiralty choose traditional warship names beginning with "V" and "W" for atom submarines, I wonder whether they will dare to resurrect "hate class" names like Vindictive and Venomous. The Navy has always had a freakish habit of naming ships after the less amiable human qualities; in this century we have had, among others, Arrogant, Brazen, Haughty, Surly, Impulsive. There is something to be said for Furious and Terrible, either of which I prefer to the ambiguous Quail. I have always thought it was asking much of ratings to go round with Dainty or Pansy on their caps; fortunately it is a very long time since there was a ship called Virgin. Incidentally, the Americans have a submarine by the name of Aspro. [With acknowledgments to "Punch."]

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THIS COMPANY is prepared to accept Applications from non-Commissioned Personnel to train for the position of Off-Licence Sales Manager. A training period of three months will be given; this is in addition to those who are available to carry out an E.V.T. Course. It may be of interest to Applicants to know that this Company is nearly 80% manned by Personnel from the Royal Navy. Applicants should be married and in possession of a current driving licence. It is essential that all those considering this position should be keen on a Sales Career. All Applicants may be required after their initial training period to carry out Relief Duties. The position of an Off-Licence Sales Manager carries with it a good commencing salary together with a Pension, plus commission, and free living accommodation. Those who are interested should request an Application Form from the Galton Wine Company Limited, Trinity Chambers, 32 Trinity Square, London, E.C.3.

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prior to appointment. Educational examinations are held quarterly at H.M. Dockyards Portsmouth, Devonport and Rosyth and at the R.N. M.Y. Londonderry, Northern Ireland. Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1. Serving personnel wishing to make application should do so through their Commanding Officer, in accordance with Admiralty Fleet Order 2060/60.

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Four events won by H.M.S. Ganges but H.M.S. St. Vincent top in sailing and cross country

HONOURS FAIRLY EVEN

THE H.M.S. Ganges v. H.M.S. St. Vincent games were played at Shotley

on March 10 and on the whole the games were fairly shared between the two establishments, Ganges winning four, St. Vincent two, with one drawn. In the basketball, Ganges, with J./Seaman Steel, a youth trialist for International honours in their team were too good for St. Vincent, and Ganges could have scored even more had they not taken so long to get going and had they avoided a large number of fouls in the first few minutes.

Whilst Ganges hoped the cross-country team would be able to do something spectacular on their own course, they knew well the quality of the St. Vincent runners as a team having already beaten them on three previous occasions during the season. As the results show, this team again proved superior to the Ganges side but they provided the individual winner in J./Seaman Marshall in a new course record of 19 min. 48 sec., 12 seconds in front of the first St. Vincent junior.

The shooting was extremely close and only 11 points separated the two teams.

In the soccer, St. Vincent shocked Ganges with two early goals and Ganges were struggling desperately to adapt themselves to the conditions and keep St. Vincent out. However, their morale was restored when the St. Vincent goalkeeper made an error to give Ganges a goal and by half-time the scores were level at two each. The excitement was intense, with Ganges having the advantage of home supporters numbering close on 1,800 juniors.

Soon after the interval, McPherson of Ganges scored with a tremendous shot and gradually the more experienced Ganges XI wore down their opponents and two more goals settled the result, even though St. Vincent narrowed the margin with a late goal.

SPORTING ST. VINCENT

The Ganges hockey team started slowly and the goalkeeper was called upon to make his first save within a minute! Gradually the team settled down and started to play together but still, in the first half, St. Vincent were noticeably quicker on the ball. However, neither team had any real shots at goal even though they both got the ball into the circle. In addition, a number of solo runs were made but these were thwarted by the goalkeepers who were always ready to come out to meet the attackers with aggression. In the second half, Ganges got on top but still could not score and the final

AN EXCELLENT GAME

After the heavy defeat of the Ganges rugby team last term it was surprising to find that Ganges had the better back division and were at least equal in the forwards from the beginning of the game. The first score went to St. Vincent when they kicked a penalty goal after several of the Ganges team had been caught offside. Ganges soon equalised after a short period on their opponents' line when a fine kick put the ball right in the corner for a lineout. Rather foolishly, St. Vincent had a somewhat loose line and threw the ball in short for a Ganges forward, J. R. O. Saunders, to seize and dive over the line.

In the second half, Ganges came very close to scoring on a number of occasions but the St. Vincent defence held out. An excellent game to watch.

The sailing had to be postponed until Sunday forenoon because of the lack of wind on Saturday. In this race, St. Vincent were easily the winners on points and also provided the individual winners of the cutter and whaler races.

RESULTS

Basketball: H.M.S. Ganges beat H.M.S. St. Vincent 54-6.
22 Shooting: H.M.S. Ganges beat H.M.S. St. Vincent 584-573.
Cross Country: H.M.S. St. Vincent beat H.M.S. Ganges 75-137.
Soccer: H.M.S. Ganges beat H.M.S. St. Vincent 5-3.
Rugby: Draw 3-3.
Hockey: H.M.S. Ganges beat H.M.S. St. Vincent 2-0.
Sailing: H.M.S. St. Vincent beat H.M.S. Ganges 59-40.

Bonus marks gave victory to the sailors

THE Home Air Command team, Instructor Lieut. R. M. Keay, B.Sc. (Royal Naval Air Station, Arbroath), C.P.O. F. T. Sigley and P.O. A. P. V. Edgington, with C.P.O. A. C. Abbott as reserve (all from Royal Naval Air Station, Yeovilton), beat R.A.F. Technical Training Command in the semi-final of the B.B.C.'s competition, "Sporting Chance."

The result of the closely contested game was in doubt until the very last question when C.P.O. Sigley answered the "Third in a Row" and gained the bonus marks which gave victory to the sailors. Score was R.A.F. Technical Training Command, 42, Home Air Command 45.

This tense semi-final was broadcast at 8 p.m. on Wednesday, March 28, in the B.B.C.'s Light Programme, and means that the Home Air Command team will meet either R.A.F. Germany or R.A.F. Bomber Command in the final, to be broadcast on Wednesday April 11.

SAFE DRIVER

A PRESENTATION was made on March 7 at the office of the Commodore, Naval Drafting (Lythe Hill House, Haslemere), before the ship's company and civilian staff by the Commodore, Cdr. R. Hart, D.S.O., D.S.C. and Bar, to Mr. Albert Edward Smithers.

The Commodore presented Mr. Smithers with a fourth bar to the Royal Society of Accidents Safe Driving Medal for over 14 years safe driving. Actually Mr. Smithers has now over 40 years safe driving to his credit, but he did not join the Society's Prevention of Accidents Scheme until 1948.

Mr. Smithers has been engaged for many years as Commodore's personal driver at the Naval Headquarters. He lives at 30 Hatchetts Drive, Woolmer Hill, Haslemere, and has been in Admiralty service since 1940.

Manadon wins Plymouth Command Drama Festival

IN this year's Drama Festival five establishments in the Plymouth Command took part and the Royal Naval Engineering College, Manadon, won the trophy with its Irish comedy, "Step-in-the-Hollow," by Donagh MacDonagh, produced by Instructor Cdr. E. C. Fenner.

THE SCORE FLATTERED SCHOOLIES

for Branch centres, Davies and Hill, clinched matters and indeed made the final score look somewhat flattering. It was a hard-fought game played in a very good spirit.

EMPIRE MEDALS PRESENTED

TWO British Empire Medals were handed over by Rear-Admiral A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C., Flag Officer Scotland, at an investiture held at Admiralty House, Rosyth, on March 12. The recipients were Engine Room Artificer J. Aitchison, now serving in H.M.S. Duncansby Head, Rosyth and ex-C.P.O. R. E. Mayers, 239 Queensferry Road, Rosyth.

Aitchison was awarded the B.E.M. while serving in H.M.S. Hartland Point. "The engines in his charge required a large repair and maintenance effort to keep them running and, on his own initiative, he worked long hours, day and night, to keep them running," said the citation.

C.P.O. Mayes was awarded the B.E.M. for outstanding zeal and devotion to duty while serving in H.M.S. Dolphin as a works study recorder/analyst. "He not only earned the respect and confidence of his colleagues but of all the officers and ratings whose work he had to study," was part of the citation. R. F. R.

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